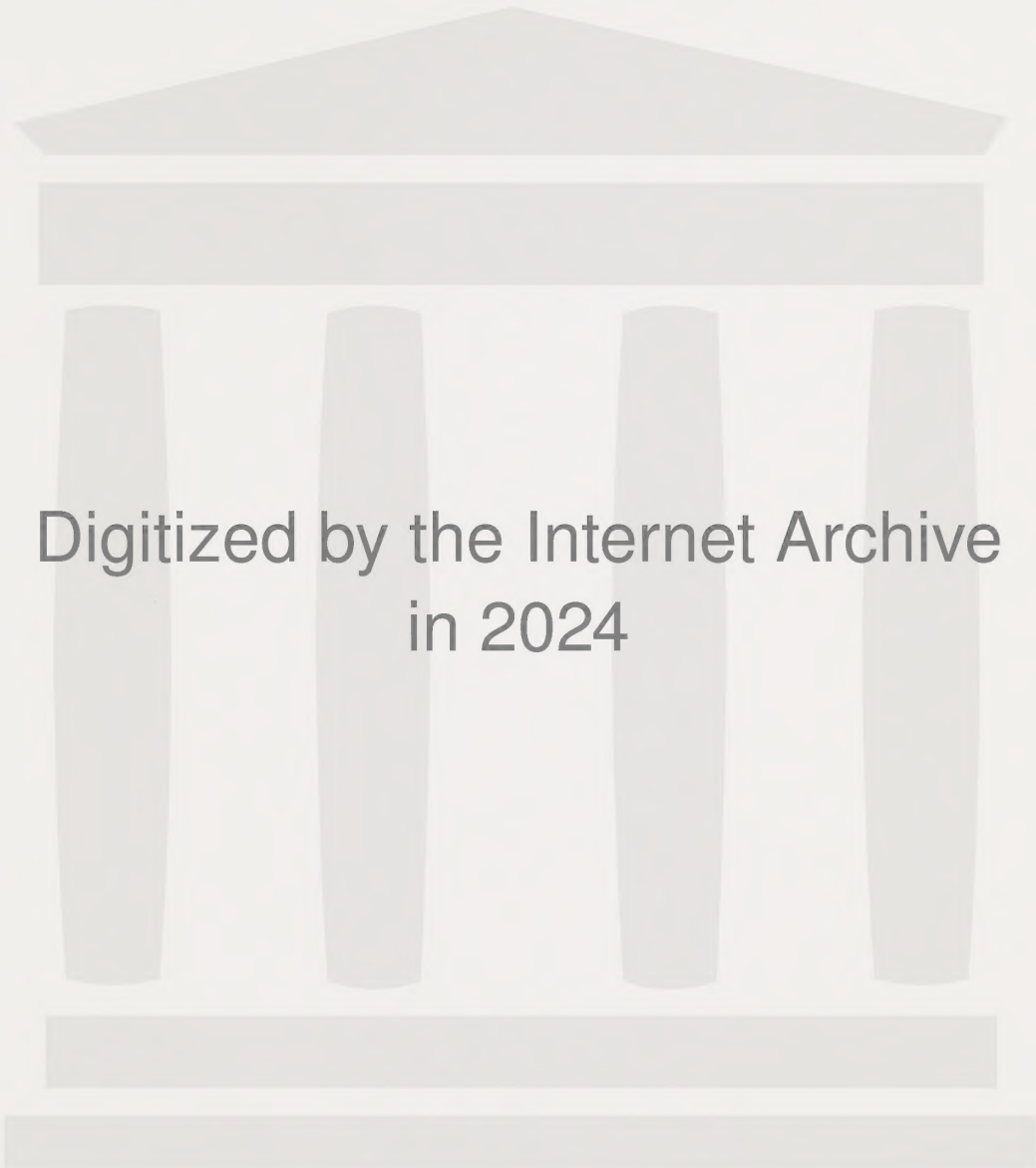
88 00695

City of Santa Maria



General Plan

Michael Brandman Associates


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88 00695

GENERAL PLAN
FOR THE
CITY OF SANTA MARIA

Prepared for:

Community Development Department
City of Santa Maria
110 East Cook Street
Santa Maria, California 93454
(805) 925-0951

Contact: William Orndorff, Director
Jerry E. Frasier, Senior Planner

Prepared by:

Michael Brandman Associates, Inc.
Carnegie Center
2530 Red Hill Avenue
Santa Ana, California 90705
(714) 250-5555

Contact: Mr. Frank B. Wein, AICP
Director of Planning Services

April 21, 1987

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ACKNOWLEDGEMENTS

City Council
(as of June 1, 1987)

George S. Hobbs Jr., Mayor
Curtis J. Tunnel
Thomas B. Urbanske
James A. May
Robert S. Orach

Planning Commission
(as of June 1, 1987)

Jean Arreguy, Chair
George Paden
Joyce Whiteaker
William C. Byrd
Floyd Snyder

Department of Community Development

William Orndorff	Director of Community Development
Jerry E. Frasier	Senior Planner
Bill Shipsey	Planner II

Michael Brandman Associates, Inc.

Frank B. Wein, AICP	Director of Planning Services
Sylvia Ruiz	Director of Housing Programs
Julia Le Boeuf	Project Planner
Colleen Bathker	Environmental Analyst
Michael Houlihan	Environmental Analyst
Tom Fitzwater, AICP	Noise Analyst
Leanne Funada	Research Analyst
Lori Scharnell	Graphics Supervisor
Thomas E. Smith, Jr., AICP	Principal-in-Charge

RESOLUTION NO. 87-18

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA MARIA TO APPROVE THE REFORMAT AND MAPPING OF THE GENERAL PLAN OF THE CITY OF SANTA MARIA, SP-85-19

WHEREAS, the City Council of the City of Santa Maria determined that the General Plan of the City of Santa Maria in its present form is difficult to read and understand as a complete, consistent document; and

WHEREAS, the City Council of said City requested the Planning Commission to explore alternate ways to present the City's General Plan to make it easier to read and understand; and

WHEREAS, the Planning Commission has presented to the City Council a reformatted General Plan consisting of two distinct parts, the elements of the General Plan and the technical appendix; and

WHEREAS, each element is formatted in the following manner:

- Introduction
- Findings
- Goals, Policies, Objectives and Implementation Programs
- Supporting Maps; and

WHEREAS, the City Council of the City of Santa Maria held a public hearing on December 16, 1986, to review and consider the reformat and mapping of the General Plan; and

WHEREAS, the provisions of the California Environmental Quality Act (CEQA) of 1970, Public Resources Code Sections 21000-21774, as amended, require the evaluation of the environmental impact report and preparation of an environmental impact report or a negative declaration for all projects; and

WHEREAS, the City Council of the City of Santa Maria has reviewed and considered a draft Environmental Impact Report (E-85-52) SCH #85092510 prepared to address the General Plan reformat and mapping; and

WHEREAS, the City Council made the findings required under Section 15091 of the CEQA Guidelines and certified the draft environmental impact report and the response to comments as the Final Environmental Impact Report (EIR); and

WHEREAS, at the completion of said hearing, the City Council of the City of Santa Maria duly considered all evidence presented at said hearing.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Santa Maria approve the reformat and mapping of the General Plan of the City of Santa Maria, SP-85-19.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Santa Maria held April 21, 1987.

/s/ THOMAS B. URBANSKE
Mayor Pro tem

ATTEST:

/s/ MARY O'BRIEN
City Clerk

STATE OF CALIFORNIA)
COUNTY OF SANTA BARBARA) ss.
CITY OF SANTA MARIA)

I, MARY W. O'BRIEN, City Clerk of the City of Santa Maria and ex officio Clerk of the City Council DO HEREBY CERTIFY that the foregoing is a full, true and correct copy of Resolution No. 87-18 which was duly and regularly introduced and adopted by said City Council at a regular meeting held April 21, 1987 by the following vote:

AYES: Councilmen Jim May, Bob Orach, Curtis J. Tunnell and Mayor Pro tem Thomas B. Urbanske.

NOES: None.

ABSENT: Mayor George S. Hobbs, Jr.

City Clerk of the City of Santa Maria
and ex officio Clerk of the City Council

CONTENTS:

BY: _____
DEPARTMENT HEAD

BY: _____
CITY ADMINISTRATOR

APPROVED AS TO FORM:

BY: _____
CITY ATTORNEY

22-1

NOTICE OF DETERMINATION

TO: [ ] Office of Planning and
[X] Research
1400 10th Street, Room 121
Sacramento, CA 95814

[ ] County Clerk
[X] County of Santa Barbara
P. O. Drawer CC
Santa Barbara, CA 93102

FROM: City of Santa Maria
110 East Cook Street
Santa Maria, CA 93454
805/925-0951, Ext. 244

Environmental and project documents may be examined in the Community Development Department, 428 S. Broadway, Santa Maria, CA 93454

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

Project Title Update Text Amendments to the Housing Element, GP-85-05, E-85-52, Seismic Safety/Safety Element, GP-85-06, E-85-52, Noise Element, GP-85-07, E-85-52

State Clearinghouse Number 85092510

Contact Person Mary O'Brien City Clerk Phone (805) 925-0951, Ext. 305

Project Location 1407 East Main Street, Santa Maria

Project Description

The Environmental Impact Report was prepared in conformance with and meets the requirements of the California Environmental Quality Act. Updates were made to the Housing Element, Seismic Safety/Safety Element and Noise Element of the City of Santa Maria General Plan.

This is to advise that on April 21, 1987 the City Council of the City of Santa Maria approved the above described project and has made the following determinations:

1. The project [ ] will [X] will not have a significant effect on the environment.

2. [X] An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.

   [ ] A Negative Declaration was prepared for this project pursuant to the provisions of CEQA. A copy of the Negative Declaration is attached.

3. A statement of overriding considerations [ ] was [X] was not adopted for this project.

4. Mitigation measures [ ] were [X] were not made a condition of project approval.

Date Received for Filing

Mary O'Brien
Signature Mary O'Brien

City Clerk
Title

April 24, 1987
Date

RECEIVED
JUN 1987
CITY CLERK'S OFFICE

APR 28 2 30 PM '87
COUNTY OF SANTA BARBARA
KERMIT A. PETTIT
COUNTY CLERK-RECORDER

posted 6/5/87

RESOLUTION 1698

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA MARIA RECOMMENDING THAT THE CITY COUNCIL OF SAID CITY APPROVE THE REFORMAT AND MAPPING OF THE GENERAL PLAN OF THE CITY OF SANTA MARIA, SP-85-19

WHEREAS, the Planning Commission of the City of Santa Maria determined that the General Plan of the City of Santa Maria in its present form is difficult to read and understand as a complete, consistent document; and

WHEREAS, the Planning Commission of said City requested the Community Development Department to explore alternate ways to present the City's General Plan to make it easier to read and understand; and

WHEREAS, the Community Development Department has presented to the Planning Commission a reformatted General Plan consisting of two distinct parts, the elements of the General Plan and the technical appendix; and

WHEREAS, each element is formatted in the following manner:

- Introduction
- Findings
- Goals, Policies, Objectives and Implementation Programs
- Supporting Maps; and

WHEREAS, the Planning Commission of the City of Santa Maria held a public hearing on November 5, 1986, to review and consider the reformat and mapping of the General Plan; and

WHEREAS, the provisions of the California Environmental Quality Act (CEQA) of 1970, Public Resources Code Sections 21000-21774, as amended, require the evaluation of the environmental impact report and preparation of an environmental impact report or a negative declaration for all projects; and

WHEREAS, the Planning Commission of the City of Santa Maria has reviewed and considered a draft Environmental Impact Report (E-85-52) SCH #85092510 prepared to address the General Plan reformat and mapping and has recommended by Resolution 1696 that the City Council make the findings required under Section 15091 of the CEQA Guidelines and certify the draft environmental impact report and the response to comments as the Final Environmental Impact Report (EIR); and

WHEREAS, at the completion of said hearing, the Planning Commission of the City of Santa Maria duly considered all evidence presented at said hearing.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Santa Maria that it is the recommendation to the City Council of said City that the City Council, by resolution, approve the reformat and mapping of the General Plan of the City of Santa Maria.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Santa Maria, held November 5, 1986, by the following roll call vote:

AYES: Commissioners Jean Arreguy, William Byrd, Joyce Whiteaker and George Paden

NOES: None

ABSENT: None

ABSTAINED: Commissioner Floyd Snyder

/s/ George Paden
GEORGE PADEN, Chairman
City Planning Commission

ATTEST:

WILLIAM H. ORNDORFF, Secretary
City Planning Commission

RESOLUTION 1697

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA MARIA RECOMMENDING TO CITY COUNCIL ADOPTION OF THE UPDATE OF THE HOUSING ELEMENT, GP-85-05; SEISMIC SAFETY/SAFETY ELEMENT, GP-85-06; AND THE NOISE ELEMENT, GP-85-07; OF THE GENERAL PLAN

WHEREAS, the California Government Codes requires that the planning agency shall prepare and the legislative body shall adopt a General Plan for the physical development of the City of Santa Maria; and

WHEREAS, Section 65302, Article 5, Chapter 3 of the California Government Code specifies that a housing element, noise element and seismic safety/safety element now cited as the safety element are mandatory elements of the General Plan; and

WHEREAS, the Planning Commission had determined that said elements of the General Plan are outdated and shall be updated; and

WHEREAS, the Planning Commission had determined that the updates of the Housing Element, Noise Element and Safety Element, as proposed, meets the requirements of Section 65302(c), 65580 through 65589.8, 65302(f) and 65302(g) of the California Government Code and Section 50459 of the Health and Safety Code of the State of California; and

WHEREAS, the Planning Commission had a public hearing on November 5, 1986, in accordance with Sections 65090 and 65351 of the California Government Code and that said Commission has considered public comments and recommendations with regard to the Housing Element, Noise Element and Safety Element of the General Plan; and

WHEREAS, the provisions of the California Environmental Quality Act (CEQA) of 1970, Public Resources Code Sections 21000-21774, as amended, require the evaluation of the environmental impact report and preparation of an environmental impact report or a negative declaration for all projects; and

WHEREAS, the Planning Commission of the City of Santa Maria has reviewed and considered a Draft Environmental Impact Report (E-85-52), SCH #85092510 prepared for the stated updated elements and has recommended by Resolution 1696 that the City Council make the findings as required under Section 15091 of the CEQA Guidelines and certify the Draft Environmental Impact Report and Response to Comments as the Final Environmental Impact Report; and

WHEREAS, at the completion of said hearing, the Planning Commission of the City of Santa Maria duly considered all evidence presented at said hearing.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Santa Maria that it is the recommendation to the City Council of said City that the City Council, by resolution, adopt the updates of the Housing Element, Noise Element and Safety Element of the General Plan of the City of Santa Maria.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Santa Maria, held November 5,1986, by the following roll call vote:

AYES: Commissioners Jean Arreguy, William Byrd, Joyce Whiteaker and George Paden

NOES: None

ABSENT: None

ABSTAINED: Commissioner Floyd Snyder

/s/ George Paden
GEORGE PADEN, Chairman
City Planning Commission

ATTEST:

WILLIAM H. ORNDORFF, Secretary
City Planning Commission

RESOLUTION 87-19

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA MARIA TO ADOPT THE UPDATE OF THE SEISMIC SAFETY/SAFETY ELEMENT, GP-85-06; AND THE NOISE ELEMENT, GP-85-07; OF THE GENERAL PLAN

WHEREAS, the California Government Codes requires that the planning agency shall prepare and the legislative body shall adopt a General Plan for the physical development of the City of Santa Maria; and

WHEREAS, Section 65302, Article 5, Chapter 3 of the California Government Code specifies that a noise element and seismic safety/safety element now cited as the safety element are mandatory elements of the General Plan; and

WHEREAS, the City Council has determined that existing elements of the General Plan are outdated and shall be updated; and

WHEREAS, the City Council has determined that the updates of the Noise Element and Safety Element, as proposed, meets the requirements of Section 65302(f) and 65302(g) of the California Government Code; and

WHEREAS, the City Council had a public hearing on December 16, 1986, in accordance with Sections 65090 and 65351 of the California Government Code and that said Commission has considered public comments and recommendations with regard to the Housing Element, Noise Element and Safety Element of the General Plan; and

WHEREAS, the provisions of the California Environmental Quality Act (CEQA) of 1970, Public Resources Code Sections 21000-21774, as amended, require the evaluation of the environmental impact report and preparation of an environmental impact report or a negative declaration for all projects; and

WHEREAS, the City Council of the City of Santa Maria has reviewed and considered a Draft Environmental Impact Report (E-85-52), SCH #85092510 prepared for the stated updated elements; and

WHEREAS, the City Council made the findings as required under Section 15091 of the CEQA Guidelines and certified the Draft Environmental Impact Report and Response to Comments as the Final Environmental Impact Report; and

WHEREAS, at the completion of said hearing, the City Council of the City of Santa Maria duly considered all evidence presented at said hearing.

NOW, THEREFORE, BE IT RESOLVED that the City Council, by resolution, adopt the updates of the Noise Element and Safety Element of the General Plan of the City of Santa Maria.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Santa Maria, held April 21, 1987.

/s/ THOMAS B. URBANSKE
MAYOR Pro tem

ATTEST:

/s/ MARY O'BRIEN
City Clerk

CD1-R1697

STATE OF CALIFORNIA)
COUNTY OF SANTA BARBARA)
CITY OF SANTA MARIA)

I, MARY W. O'BRIEN, City Clerk of the City of Santa Maria and ex officio Clerk of the City Council DO HEREBY CERTIFY that the foregoing is a full, true and correct copy of Resolution No. 87-19 which was duly and regularly introduced and adopted by said City Council at a regular meeting held April 21, 1987 by the following vote:

AYES: Councilmen Jim May, Bob Orach, Curtis J. Tunnell and Mayor Pro tem Thomas B. Urbanske.

NOES: None.

ABSENT: Mayor George S. Hobbs, Jr.

City Clerk of the City of Santa Maria and ex officio Clerk of the City Council

CONTENTS:

BY: DEPARTMENT HEAD

BY: CITY ADMINISTRATOR

APPROVED AS TO FORM:

BY: CITY ATTORNEY

RESOLUTION 87-74

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA MARIA TO ADOPT THE UPDATE OF THE HOUSING ELEMENT GENERAL PLAN, GP-85-05

WHEREAS, the California Government Codes requires that the planning agency shall prepare and the legislative body shall adopt a General Plan for the physical development of the City of Santa Maria; and

WHEREAS, Section 65302, Article 5, Chapter 3 of the California Government Code specifies that a housing element is a mandatory element of the General Plan; and

WHEREAS, the City Council has determined that existing elements of the General Plan are outdated and shall be updated; and

WHEREAS, the City Council has determined that the update of the Housing Element, as proposed, meets the requirements of Section 65302(c) and 65580 through 65589.8 of the California Government Code; and Section 50459 of the Health and Safety Code of the State of California; and

WHEREAS, the City Council had a public hearing on December 16, 1986, in accordance with Sections 65090 and 65351 of the California Government Code and that said Commission has considered public comments and recommendations with regard to the Housing Element of the General Plan; and

WHEREAS, the provisions of the California Environmental Quality Act (CEQA) of 1970, Public Resources Code Sections 21000-21774, as amended, require the evaluation of the environmental impact report and preparation of an environmental impact report or a negative declaration for all projects; and

WHEREAS, the City Council of the City of Santa Maria has reviewed and considered a Draft Environmental Impact Report (E-85-52), SCH #85092510 prepared for the stated updated element; and

WHEREAS, the City Council made the findings as required under Section 15091 of the CEQA Guidelines and certified the Draft Environmental Impact Report and Response to Comments as the Final Environmental Impact Report on April 21, 1987, by Resolution No. 87-17; and

WHEREAS, at the completion of said hearing, the City Council of the City of Santa Maria duly considered all evidence presented at said hearing.

NOW, THEREFORE, BE IT RESOLVED that the City Council, by resolution, adopt the update of the Housing Element of the General Plan of the City of Santa Maria as recommended by Planning Commission memorandum dated July 7, 1987.

File: H-1.10.1

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Santa Maria, held July 7, 1987.

/s/ GEORGE S. HOBBS, JR.
MAYOR

ATTEST:

/s/ MARY O'BRIEN
City Clerk

CD1-CCRHous

STATE OF CALIFORNIA)
COUNTY OF SANTA BARBARA)
CITY OF SANTA MARIA)

I, MARY W. O'BRIEN, City Clerk of the City of Santa Maria and ex officio Clerk of the City Council DO HEREBY CERTIFY that the foregoing is a full, true and correct copy of Resolution No. 87-74 which was duly and regularly introduced and adopted by said City Council at a regular meeting held July 7, 1987 by the following vote:

AYES: Councilmen Jim May, Bob Orach, Curtis J. Tunnell, Thomas B. Urbanske and Mayor George S. Hobbs, Jr.

NOES: None.

ABSENT: None.

Mary W. O'Brien
City Clerk of the City of Santa Maria and
ex officio Clerk of the City Council

CONTENTS:
BY:
DEPARTMENT HEAD
BY:
CITY ADMINISTRATOR

APPROVED AS TO FORM:
BY:
CITY ATTORNEY

RESOLUTION NO. 1251

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA MARIA RECOMMENDING TO CITY COUNCIL REPEAL OF THE EXISTING LAND USE ELEMENT, ELEMENT NO. 2 OF THE CITY'S GENERAL PLAN AND ADOPTION OF A NEW LAND USE ELEMENT AND IMPLEMENTING MAP, AS ELEMENT NO. 2 OF THE GENERAL PLAN OF THE CITY OF SANTA MARIA

WHEREAS, the California Government Code requires that each Planning Agency shall prepare and adopt a General Plan for the physical development of the City of Santa Maria; and

WHEREAS, said California Government Code specifies that the Land Use Element shall be one of the required elements of said General Plan; and

WHEREAS, the existing land Use Element was found to be inconsistent with the requirements of Sec. 65302 (a) of the State Planning Law; and

WHEREAS, the City Planning Commission has determined that the new Land Use Element will meet the requirements of Sec. 65302 (a) of the State Planning Law and a public hearing has been held in accordance with Section 65351 of the Government Code, and said Commission has considered the comments and recommendations with regard to said Land Use Element, dated November 25, 1977.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Santa Maria recommends that the City Council repeal the existing Land Use Element, Element No. 2 of the City's General Plan and adopt the new Land Use Element and implementing map, as Element No. 2 of the General Plan of the City of Santa Maria as submitted with this Resolution.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Santa Maria, held November 16, 1977 by the following roll call vote:

AYES: Commissioners R.J. Rabska, Robert Diani, William Couey, Curtis J. Tunnell, and Glenn Seaman.

NOES: None.

ABSENT: None.

/s/ Glenn E. Seaman
GLENN E. SEAMAN, Chairman
City Planning Commission

ATTEST:

/s/ Al Autry
AL AUTRY, Secretary
City Planning Commission

I hereby certify that the above Resoltuion No. 1251 was adopted by the Planning Commission of the City of Santa Maria on November 16, 1977.

/s/ Al Autry
AL AUTRY, Secretary
City Planning Commission

RESOLUTION NO. 78-4564

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA MARIA REPEALING THE EXISTING LAND USE ELEMENT, ELEMENT NO. 2 OF THE CITY'S GENERAL PLAN AND ADOPTION OF A NEW LAND USE ELEMENT AND IMPLEMENTING MAP, AS ELEMENT NO. 2 OF THE GENERAL PLAN OF THE CITY OF SANTA MARIA

WHEREAS, the California Government Code requires the City of Santa Maria to prepare and adopt a General Plan for the physical development of the City; and

WHEREAS, said California Government Code specifies that the Land Use Element shall be one of the required elements of said General Plan; and

WHEREAS, the existing Land Use Element was found to be inconsistent with the requirements of Sec. 65302 (a) of the State Planning Law; and

WHEREAS, the City Planning Commission has determined that the new Land Use Element will meet the requirements of Sec. 65302 (a) of the State Planning Law and a public hearing has been held in accordance with Section 65351 of the Government Code, and said Commission has considered the comments and recommendations with regard to said Land Use Element, dated November 25, 1977; and

WHEREAS, the City Planning Commission has passed Resolution No. 1251 recommending to the City Council repeal of the existing Land Use Element, Element No. 2 of the City's General Plan and adoption of a new Land Use Element and Implementing Map as Element No. 2 of the General Plan of the City of Santa Maria; and

WHEREAS, the City Council of the City of Santa Maria has held a public hearing in accordance with Section 65355 of the Government Code.

NOW, THEREFORE, BE IT RESOLVED that the City Council repeals the Existing Land Use Element, Element No. 2 of the City's General Plan and adopts a new Land Use Element and Implementing Map, as Element No. 2 of the General Plan of the City of Santa Maria.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Santa Maria held February 21, 1978.

/s/ ELWIN E. MUSSELL
Mayor

ATTEST:

/s/ DOROTHY LYMAN
City Clerk

STATE OF CALIFORNIA)
COUNTY OF SANTA BARBARA) ss.
CITY OF SANTA MARIA)

I, DOROTHY LYMAN, City Clerk of the City of Santa Maria and ex-officio Clerk of the City Council, DO HEREBY CERTIFY that the foregoing Resolution No. 78-4564 was duly and regularly introduced and adopted by said City Council at a regular meeting held February 21, 1978 by the following vote:

AYES: Councilmen George Hobbs, Wayne T. Hesselbarth, Allen Burke.

NOES: None.

ABSENT: None.

ABSTAINS: Councilman Jack Adam and Mayor Elwin E. Mussell.

/s/ DOROTHY LYMAN
City Clerk of the City of Santa Maria
and ex-officio Clerk of the
City Council

RESOLUTION NO. 1335

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA MARIA RECOMMENDING TO CITY COUNCIL ADOPTION OF A CIRCULATION ELEMENT AND IMPLEMENTING MAP, AS ELEMENT NO. 3 (GP-78-11) OF THE GENERAL PLAN OF THE CITY OF SANTA MARIA

WHEREAS, the California Government Code requires that each Planning Agency shall prepare and adopt a General Plan for the physical development of the City of Santa Maria; and

WHEREAS, said California Government Code specifies that the Circulation Element shall be one of the required elements of said General Plan; and

WHEREAS, the existing Circulation Element was found to be inconsistent with the requirements of Sec. 65302 (b) of the State Planning Law and a public hearing has been held in accordance with Section 65351 of the Government Code, and said Commission has considered the comments and recommendations with regard to said Circulation Element; and

WHEREAS, the proposed Circulation Element has been reviewed by various community interest groups;

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Santa Maria recommends that the City Council repeal the existing Circulation Element, Element No. 3 of the City's General Plan and adopt the new Circulation Element and implementing map, as Element No.3 of the General Plan of the City of Santa Maria as submitted with this resolution.

PLASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Santa Maria, held March 21, 1979, by the following roll call vote:

AYES: Commissioners R. J. Rabska, Robert Diani, Glenn E. Seaman, and William Couey.

NOES: None.

ABSENT: Commissioner Curtis J. Tunnell.

/s/ William Couey
WILLIAM COUEY, Vice-Chairman
City Planning Commission

ATTEST:

/s/ Al Autry
AL AUTRY, Secretary
City Planning Commission

I hereby certify that the above Resolution No. 1335 was adopted by the Planning Commission of the City of Santa Maria on March 21, 1979.

/s/ Al Autry
AL AUTRY, Secretary
City Planning Commission

RESOLUTION NO. 79-4782

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA MARIA REPEALING THE EXISTING CIRCULATION ELEMENT, ELEMENT NO. 3 OF THE CITY'S GENERAL PLAN AND ADOPTING A NEW CIRCULATION ELEMENT AND IMPLEMENTING MAP, AS ELEMENT NO. 3 (GP-78-11) OF THE GENERAL PLAN OF THE CITY OF SANTA MARIA

WHEREAS, the California Government Code requires the City of Santa Maria to prepare and adopt a General Plan for the physical development of the City; and

WHEREAS, said California Government Code specifies that the Circulation Element shall be one of the required elements of said General Plan; and

WHEREAS, the existing Circulation Element was found to be inconsistent with the requirements of Section 65302 (b) of the State Planning Law; and

WHEREAS, the City Planning Commission has determined that the new Circulation Element meets the requirements of Section 65302 (b) of the State Planning Law and a public hearing has been held in accordance with Section 65351 of the Government Code, and said Commission has considered the comments and recommendations with regard to said Circulation Element; and

WHEREAS, the City Council of the City of Santa Maria held a public hearing in accordance with Section 65355 of the Government Code.

NOW, THEREFORE, BE IT RESOLVED that the City Council repeals the existing Circulation Element, Element No. 3 of the City's General Plan and adopts a new Circulation Element and implementing map as Element No. 3 of the General Plan of the City of Santa Maria.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Santa Maria held April 17, 1979.

/s/ ELWIN E. MUSSELL
Mayor

ATTEST:

/s/ DOROTHY LYMAN
City Clerk

RESOLUTION NO. 1444

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA MARIA RECOMMENDING TO CITY COUNCIL REPEAL OF THE EXISTING OPEN SPACE ELEMENT, ELEMENT NO. 4 OF THE CITY'S GENERAL PLAN, AND ADOPTION OF A NEW OPEN SPACE ELEMENT, CONSERVATION ELEMENT AND SCENIC HIGHWAYS ELEMENT TO BE KNOWN AS THE ENVIRONMENTAL RESOURCE MANAGEMENT ELEMENT, ELEMENT NO. 4 OF THE CITY OF SANTA MARIA GENERAL PLAN.

WHEREAS, the California Government Code requires that the planning agency shall prepare and adopt a General Plan for the physical development of the City of Santa Maria; and

WHEREAS, Section 65302(d), 65302(e) and 65302(h), Article I, Chapter 3 of the California Government Code specifies that a Conservation Element, Open Space Element and Scenic Highways Element are mandatory elements of said General Plan; and

WHEREAS, the Conservation Element, Open Space Element and Scenic Highways Element have been combined into one document known as the Environmental Resource Management Element; and

WHEREAS, the City Planning Commission has determined the said Environmental Resource Management Element, Element No. 4 of the City's General Plan, meets the requirements of Sections 65302(d), 65302(e) and 65302(h) of the California Government Code, and a public hearing has been held in accordance with Section 65351, Article 6 of the State Government Code, and said Commission has considered public comments and recommendations, included herein, with regard to said Environmental Resource Management Element, Element No. 4, dated June, 1981; and

WHEREAS, the provisions of the California Environmental Quality Act of 1970, Public Resources Code Sections 21000-21174, as amended by Chapter 1312 of the Statutes of 1976 (AB 2679), require the evaluation of the environmental impact and preparation of an Environmental Impact Report or a Negative Declaration for all projects; and

WHEREAS, the Planning Commission of the City of Santa Maria has reviewed and considered an Initial Environmental Study for the Environmental Resource Management Element; and

WHEREAS, at the completion of said hearing, the City Planning Commission duly considered all evidence presented at said hearing;

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Santa Maria that it is the recommendation to the City Council of said City that the City Council authorize the filing of a Conditional Negative Declaration with the County Clerk, repeal the existing Open Space Element, Element No. 4 of the General Plan, and adopt the Environmental Resource Management Element containing the Conservation Element, Open Space Element

and the Scenic Highways Element as Element No. 4 of the General Plan of the City of Santa Maria as submitted with this resolution.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Santa Maria held July 1, 1981, by the following roll call vote:

AYES: Commissioners Carter Mason, George Paden, James May and Jean Arreguy.

NOES: None.

ABSENT: Commissioner William Couey.

/s/ Jean Arreguy
JEAN ARREGUY, Vice Chairman
City Planning Commission

ATTEST:

/s/ Jim Stern
JIM STERN, Acting Secretary
City Planning Commission

RESOLUTION NO. 81-294

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA MARIA FINDING NO DETRIMENTAL ENVIRONMENTAL IMPACT AND DIRECTING THE FILING OF A CONDITIONAL NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT REGARDING THE ENVIRONMENTAL RESOURCE MANAGEMENT ELEMENT, ELEMENT NO. 4 OF THE GENERAL PLAN OF THE CITY OF SANTA MARIA (E-81-45)

WHEREAS, the provisions of the California Environmental Quality Act of 1970, as set forth in the Public Resources Code, Sections 21000 to 21174, as amended by Chapter 1312 of the Statutes of 1976, require the evaluation of the environmental impact and the preparation of an Environmental Impact Report or a negative declaration for all projects; and

WHEREAS, the City Council of the City of Santa Maria has reviewed and considered an Initial Environmental Study for the hereinafter described project; and

WHEREAS, there appears to be no substantial detrimental environmental impact from the proposed project which cannot be mitigated;

NOW, THEREFORE, IT IS HEREBY RESOLVED as follows:

1. It is the finding of the City Council of the City of Santa Maria that there will be no substantial detrimental environmental impact arising from the proposed project, provided that the conditions contained in E-81-45, attached herewith, are incorporated into this project.

2. The City Clerk is hereby authorized and directed to file a conditional negative declaration with the County Clerk.

3. The proposed project is described as follows:

To adopt an Open Space Element, Conservation Element, and Scenic Highways Element to be known as the Environmental Resource Management Element, Element No. 4 of the General Plan of the City of Santa Maria.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Santa Maria held August 4, 1981.

/s/ George S. Hobbs, Jr.
Mayor

ATTEST:

/s/ Dorothy Lyman
City Clerk

STATE OF CALIFORNIA)
COUNTY OF SANTA BARBARA) ss.
CITY OF SANTA MARIA)

I, DOROTHY LYMAN, City Clerk of the City of Santa Maria and ex officio Clerk of the City Council DO HEREBY CERTIFY that the foregoing is a full, true and correct copy of Resolution No. 81-294 which was duly and regularly introduced and adopted by said City Council at a regular meeting held August 4, 1981, by the following vote:

AYES: Councilmen Jack Adam, Allen Burke, Toru Miyoshi, Donald Shaw and Mayor George S. Hobbs, Jr.

NOES: None.

ABSENT: None.

/s/ Dorothy Lyman
City Clerk of the City of Santa Maria
and ex officio Clerk of the City Council

RESOLUTION NO. 81-295

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA MARIA REPEALING THE EXISTING OPEN SPACE ELEMENT, ELEMENT NO. 4 OF THE CITY'S GENERAL PLAN AND ADOPTING A NEW OPEN SPACE ELEMENT, CONSERVATION ELEMENT AND SCENIC HIGHWAYS ELEMENT TO BE KNOWN AS THE ENVIRONMENTAL RESOURCE MANAGEMENT ELEMENT, ELEMENT NO. 4 OF THE CITY OF SANTA MARIA GENERAL PLAN (GP-81-3) (E-81-45)

WHEREAS, the California Government Code requires that the planning agency shall prepare and adopt a General Plan for the physical development of the City of Santa Maria; and

WHEREAS, Section 65302(d), 65302(e) and 65302(h), Article I, Chapter 3 of the California Government Code specifies that a Conservation Element, Open Space Element and Scenic Highways Element are mandatory elements of said General Plan; and

WHEREAS, the Conservation Element, Open Space Element and Scenic Highways Element have been combined into one document known as the Environmental Resource Management Element; and

WHEREAS, the City Planning Commission has determined the said Environmental Resource Management Element, Element No. 4 of the City's General Plan, meets the requirements of Sections 65302(d), 65302(e) and 65302(h) of the California Government Code, and a public hearing has been held in accordance with Section 65351, Article 6 of the State Government Code, and said Commission has considered public comments and recommendations, included herein, with regard to said Environmental Resource Management Element, Element No. 4, dated June, 1981; and

WHEREAS, the City Council has duly noticed and held a public hearing as required by law on the Open Space Element, Conservation Element and Scenic Highways Element to be known as the Environmental Resource Management Element, Element No. 4 of the City of Santa Maria General Plan, and has considered the public comments and recommendations submitted in connection therewith; and

WHEREAS, the City Council finds that the Environmental Resource Management Element, Element No. 4 of the City's General Plan, complies with Government Code Sections 65302(d), 65302(e) and 65302(h);

NOW, THEREFORE, IT IS HEREBY RESOLVED as follows:

1. The existing Open Space Element, Element No. 4 of the City's General Plan, adopted June 18, 1973, by City Council Resolution No. 3505, is hereby repealed and the Open Space Element, Conservation Element and Scenic Highways Element to be known as the Environmental Resource Management Element, in the form on file with the City Clerk, is hereby adopted as Element No. 4 of the General Plan of the City of Santa Maria.

2. The Director of Community Development is hereby authorized and directed to transmit a copy of the Environmental Resource Management Element, as adopted by this resolution, to the County of Santa Barbara.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Santa Maria held August 4, 1981.

/s/ George S. Hobbs, Jr.
Mayor

ATTEST:

/s/ Dorothy Lyman
City Clerk

STATE OF CALIFORNIA)
COUNTY OF SANTA BARBARA) ss.
CITY OF SANTA MARIA)

I, DOROTHY LYMAN, City Clerk of the City of Santa Maria and ex officio Clerk of the City Council DO HEREBY CERTIFY that the foregoing is a full, true and correct copy of Resolution No. 81-295 which was duly and regularly introduced and adopted by said City Council at a regular meeting held August 4, 1981, by the following vote:

AYES: Councilmen Jack Adam, Allen Burke, Toru Miyoshi, Donald Shaw and Mayor George S. Hobbs, Jr.

NOES: None.

ABSENT: None.

/s/ Dorothy Lyman
City Clerk of the City of Santa Maria
and ex officio Clerk of the City Council

I. INTRODUCTION

On April 21, 1987, the City of Santa Maria City Council adopted the following General Plan. The purpose of this 1987 adopted General Plan was to fully integrate existing elements of the General Plan with new elements. Prior to the adoption on April 21, 1987, the Santa Maria General Plan consisted of elements prepared and adopted by the city over a period of several years. The elements contained substantial technical material in addition to goals, policies, objectives, and implementation programs. As part of an effort to streamline the city's General Plan, the previously adopted General Plan elements were reviewed and revised into two discrete sections, or volumes. Goals, policies, objectives, and programs for each element have been separated from technical material and data. This volume contains the goals, policies, objectives, and programs included in each of the adopted elements.

One of the city's objectives in streamlining the format and content of the General Plan and elements is to provide an easily updatable plan and data base. To achieve this, this volume has several discrete sections, one section for each element. The text of each element is organized as follows:

- Introduction.
- Findings.
- Goals, Policies, Objectives, and Implementation Program.

Each goal, policy, objective, and program is identified by a number; for example, the second Housing Element goal is H.2; the fourth goal for the Land Use Element is goal L.U.4. Each page is dated to the adoption or reformatting of the General Plan. Future changes to the General Plan can be accomplished by removing individual pages and replacing them with revised page(s) with new dates. In this way, the elements can be easily amended without revising the entire General Plan.

Within this planning area, the General Plan contains and/or addresses:

- Planning proposals for the City of Santa Maria.
- Those facilities within the unincorporated sphere of influence and planning area which have a significant influence on the City of Santa Maria. Such facilities include residential areas, industrial areas, commercial centers, freeways and major streets, and other major developments.

It should be emphasized that the City of Santa Maria General Plan was prepared within the total context of Santa Maria Valley and with an awareness of Santa Maria's pre-eminent role in such a context. However, the General Plan is fundamentally a plan for the City of Santa Maria, and any efforts by neighboring jurisdictions to follow the general plan objective, standards, or proposals must be seen as purely discretionary acts on the part of those jurisdictions.

This General Plan identifies goals, defines city policies, provides implementing actions, and establishes procedures to govern public decisions and private actions within the Santa Maria planning area. The planning process set forth here requires that the city and its residents consider and enter into a comprehensive planning program over a period of several years. This General Plan establishes that program.

The General Plan deals with four major concerns of the people of Santa Maria:

- Development as a diversified city.
- Preservation of Santa Maria's unique character.
- Maintenance of environmental quality.
- Availability of housing for various income groups.

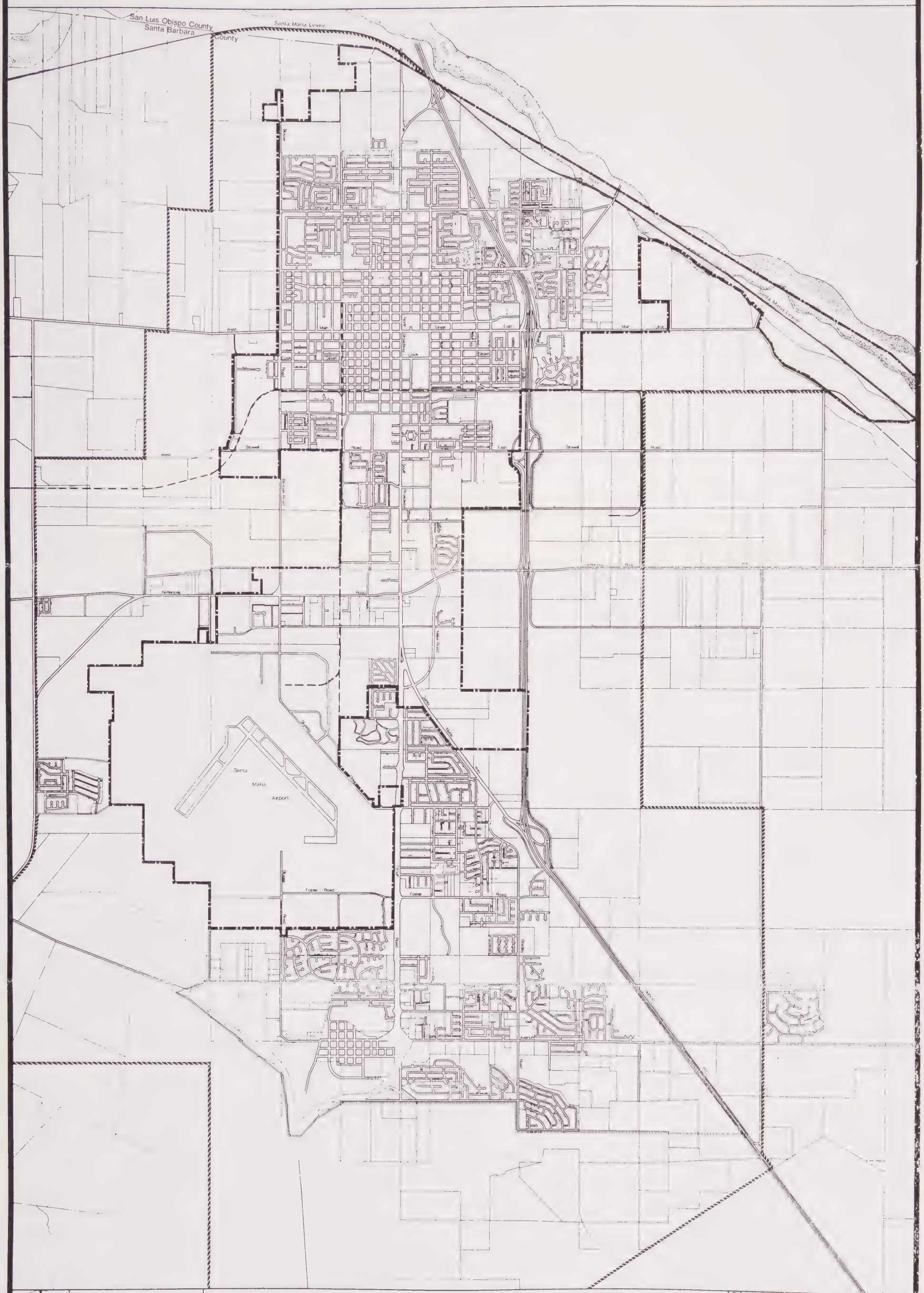
The Santa Maria General Plan sets forth the general policies that can contribute to the development of the area while preserving the city's character and environment. The plan also provides for policies and procedures to meet the increasing need for maintaining, as a minimum, the existing balance of housing within the city and increasing the opportunity for moderate and middle income housing.

General plans, or more accurately, land use elements, traditionally have not had a specific legal effect on the use to which an owner can put his land. Zoning district

City of Santa Maria General Plan

Legend

- City Boundary
- Sphere Of Influence
- Planning Area



General Plan Study Area

REVISIONS

FIGURE 1—1

and environmental management ordinances have, and will continue to have, such effect. Past general plans have had little practical use in assessing the potential effects of a given development proposal for public improvement. However, general plans are now given far greater legal weight than previously, and they are more clearly the basis for controlling the rights of private parties who wish to develop their land. Accordingly, the general plan is the necessary and legally required prerequisite for land use regulations, area plans, specific plans, capital improvement programs, and plans or programs involving the city in the recreation, housing, and other social needs of its present residents and those who will settle in the City of Santa Maria in the future.

PLANS OF OTHER AGENCIES

The preparation of the General Plan Elements, including the revised format of the plan, required that a large number of agencies be contacted. A number of these agencies have developed plans and programs which affect the Santa Maria planning area. The following plans are some of the documents used in the planning process:

- Santa Barbara County General Plan.
- California State Scenic Highway Plan.
- California Freeway and Expressway Plan.
- Santa Maria Municipal Water Master Plan.
- Area Planning Council Growth Forecast Policies.
- California Department of Parks and Recreation.

DEFINITIONS

State law refers to, but does not define or rank, "objectives," "policies," "principles," "standards," "plan proposals," and "programs" in the general plan. The following set of definitions arranged from the general to the specific, has been used in this General Plan.[1]

Goal - The ultimate purpose of an effort stated in a way that is general in nature and immeasurable. Example: "To enhance the open space amenities of the community."

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1 Quoted from General Plan Guidelines, 1980. p. 10.

Policy - A specific statement guiding action and implying clear commitment. Example: "Recreational uses in wildlife refuges and nature preserves shall be limited to those activities which are compatible with maintaining the environment with a minimum of disruption, such as hiking or horseback riding." The objectives, principles, standards, and programs provide the definitive direction and guidance to implement the policy.

Objective - A measurable goal. Example: "To reduce peak-hour traffic congestion to service level 'C' by 1984."

Principle - An assumption guiding plan proposals, standards, and implementation. Example: "A neighborhood is bounded by arterial streets which carry through-traffic and which are located so as to avoid unnecessary traffic within the neighborhood."

Standard - A specific, often quantified guideline defining the relationship between two or more variables. Standards can often directly translate into regulatory controls. Example: Three to six dwelling units per net acre (low-density residential).

Implementation Program — An action, procedure, program, or technique that carries out general plan policy. Example: "Develop a geologic hazard overlay zoning classification and apply it to all geologic hazard areas identified in the general plan."

GOALS

Prior to any consideration of individual elements, it is important to focus upon the General Plan for the City of Santa Maria as a totality. What does the General Plan say when taken as a whole, and what does it mean?

Primary Goal

The General Plan's primary goal is to enhance the quality of life for the residents of the City of Santa Maria. This implies that the city will seek to ensure the maintenance of an environment that is responsive to the individual's psychological, aesthetic, and physical needs.

Basic Goals

A number of important sub-goals flow from the general plan's primary goal. These goals are:

- Encourage the kind of economic growth and development which supplies jobs and economic self-sufficiency for existing and future residents, and maintains the city's ability to finance public improvements, and provide for human services.

- Ensure that growth and development occurs in an orderly fashion in accordance with adopted policies and procedures governing the use of land, residential development, provision of services, and distribution of new housing units throughout the planning area.

- Preserve the natural environment surrounding the City of Santa Maria by adopting city-wide and area-specific policies and programs for open space preservation and management of the environment.

- Encourage the development of cultural, educational, and recreational facilities and activities, ensuring their availability to all segments of the population.

The General Plan contains a series of programs designed to implement these basic goals, as well as the goals stated within each element of the plan. Instances may arise where the city may need to rank the relative importance of the General Plan goals and to emphasize the implementation of one or more goals. For example, in specific situations, the city may be required to choose whether to emphasize balanced housing opportunities, expanded employment opportunities, or positive fiscal benefits. The General Plan implementation programs and standards have been designed with sufficient flexibility to permit the city to emphasize those goals which provide the greatest public benefit in any given situation.

REVISING AND AMENDING THE GENERAL PLAN

The general plan is a dynamic document because it is based on community values and an understanding of existing and projected conditions and needs, all of which continually change. Local governments should plan for change by establishing formal procedures for regularly monitoring, reviewing, and amending the general plan. The portions of the plan with a short-term focus, such as the implementation program, should be reviewed annually and revised as necessary to reflect the availability of

new implementation tools, changes in funding sources, and the results of monitoring the effectiveness of past decisions. Indeed, Government Code Section 65400(b) requires the planning agency to "render an annual report to the legislative body on the status of the plan and progress in its implementation." The entire plan, including the basic policies, should be thoroughly reviewed at least every five years and revised as necessary to reflect new conditions, local attitudes, and political realities. The housing element must be reviewed and updated at least every five years (Title 25, California Administrative Code Section 6472). Obviously, the longer the interval, the greater the effort and extent of each revision.

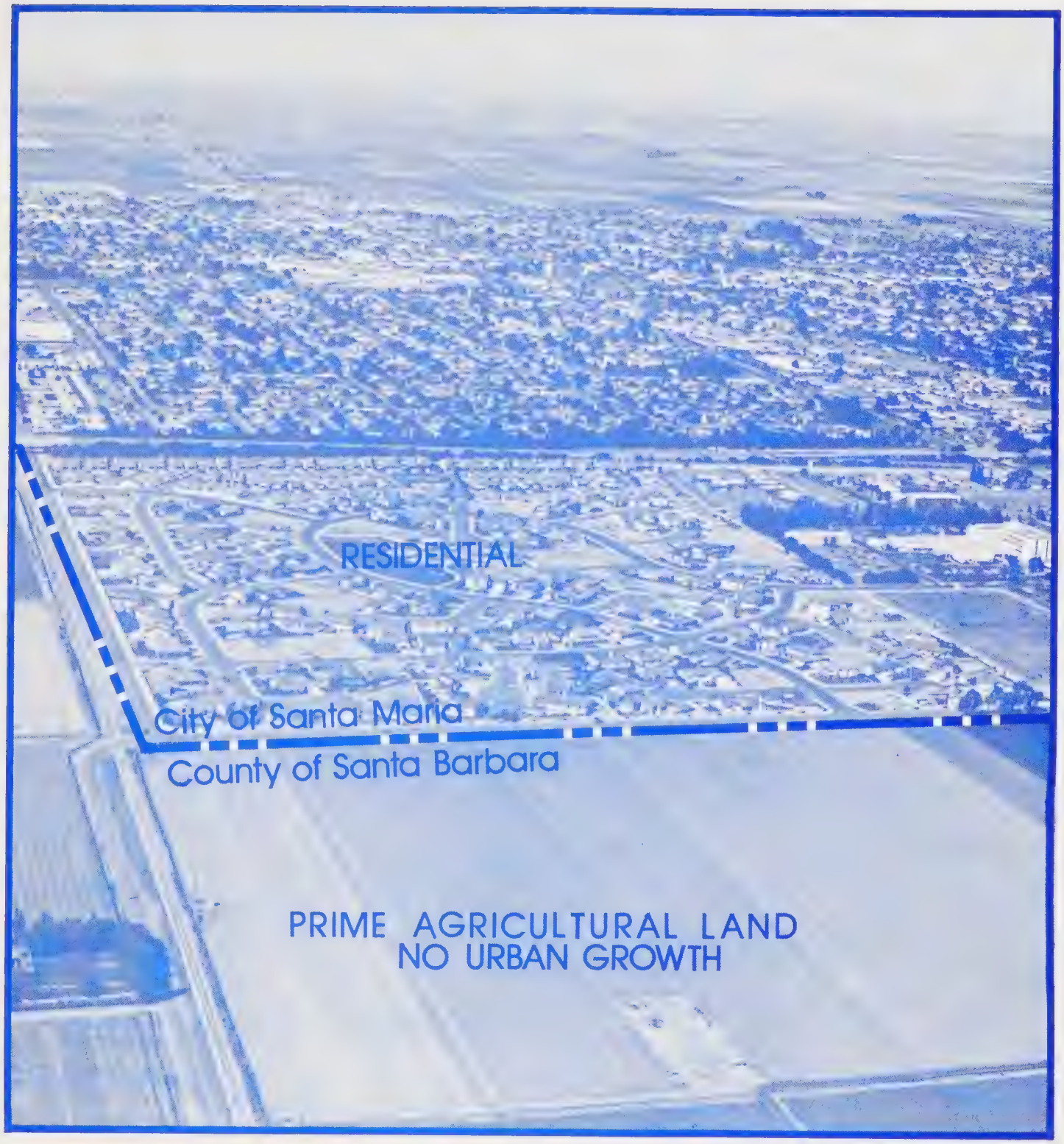
Since the State of California has identified the initial and subsequent times for a general plan amendment, including a housing element update, it would be appropriate for the City of Santa Maria to undertake a general plan review and update every five years, starting in 1990.

Annual reviews of the General Plan should be conducted by the city to insure that it reflects changing conditions within the planning area. This can be accomplished as part of the annual report to the legislative body on the status of the plan and progress in its application, as required by Government Code Section 65400.

While this provides a systematic method for evaluating the progress of the general plan, it does not preclude a citizen, developer, or the city from initiating an amendment between these major review periods. State law allows a local jurisdiction to amend its general plan three times a year. Each time the plan is amended, the locality may modify or add as many provisions as necessary to address its perceived needs.

In reviewing proposals for general plan amendments, local officials should remember that the general plan is a policy document for the entire community and that it may be amended (Government Code Section 65356). In other words, the plan should be amended only when the city or county, with the support of a broad consensus, determines a change is necessary, not merely because a property owner or group of citizens desires the amendment. Every general plan amendment, additionally, must be consistent with the rest of the general plan or appropriate changes need to be made to maintain consistency.

With all amendments, local governments must follow the procedures outlined in Government Code Sections 65350 et. seq. An amendment to the general plan constitutes a project under the California Environmental Qualty Act and, therefore, must be evaluated for its environmental effects. In addition to these requirements, proposed general plan amendments should be referred to all interested governmental agencies for comment prior to adoption. Following formal adoption, the amendments should be sent to all people and organizations known to possess copies of the general plan. Amendments sent to the Office of Planning and Research are forwarded to the Government Publications Section of the California State Library to be shelved with the general plan documents in the county - municipal collection.



Land Use Element

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PREFACE

The Land Use Element was adopted by the City Council on February 21, 1978. The following text is a reformat of the adopted element incorporating amendments made through April 21, 1987.

I. INTRODUCTION

The Land Use Element for the City of Santa Maria represents the efforts of the city staff, the Planning Commission and the City Council to plan for the physical development of the Santa Maria Planning Area. This area corresponds to the Sphere of Influence boundary for Santa Maria and encompasses the urbanized portions of Santa Maria, Orcutt and the Orcutt Wye, as well as the land between and immediately adjacent to these developed areas.

The element presents a plan for the area's land use which reflects the social and economic needs of the public as well as promoting maximum livability as the community continues to develop.

In addition, the Land Use Element, in conjunction with other elements of the General Plan, strives to minimize the community's exposure to the adverse influences associated with urban activities such as flood, seismic, air, traffic circulation hazards, as well as land use conflicts. Specifically, the element serves the following needs:

1. As one of the state's mandated elements, it partially fulfills the requirements of the State Planning Act.

2. The Land Use Element serves as an up-to-date guide for the day-to-day operational decisions for those involved in the planning process. It does so by:

    a. Setting forth, in general but meaningful terms, the goals of the city for future development.

    b. Setting forth the basic policies for dealing with land use problems and responding to the opportunities for positive growth and development. These policies are a statement of how the city intends to approach development questions as they present themselves.

c. Establishing the different land use classifications which may be applied to lands within the planning area to provide for desired land use activities.

d. Applying the land use classifications to specific geographic locations, thus providing a basis for reasonable and appropriate specific zoning.

3. The Land Use Element informs the public regarding the land use policies of the city.

While developing the Land Use Element, it became clear that certain assumptions were being made which have a great bearing on the land use goals and policies of the city. These assumptions are identified in order to clarify the underlying perspective of the element.

ASSUMPTIONS

The assumptions about the planning area are those factors or influences on the planning area which are in a sense "givens," over which the community has little control or which reflect long-standing attitudes about Santa Maria and its physical development. The assumptions also incorporate our best estimate as to present and future trends, as well as the availability of information relevant to the planning process.

Thus, defined, the basic assumptions are that:

1. The quality of life in Santa Maria can be improved by the maximum participation of citizens and public officials in a concerted planning effort.

2. The city and county will work with increased coordination toward common goals in guiding future development in the Santa Maria Planning Area. Because both entities exercise substantial influence over development decisions, individual actions taken must be in concert with mutually established goals.

3. The city will pursue a policy of accommodating growth compatible with adopted social, economic and environmental objectives. The emphasis will be on guiding and improving development rather than limiting development and growth.

4. California Water Project water — the only feasible source of additional water — will not be introduced into the valley within the planning period.

5. Conclusive information on the present or future costs associated with providing water and sewer service for future urban development is not available.

PLANNING PERIOD

The element is intended to serve as the community's basic Land Use Plan for the next five to ten years. During this period it is expected that:

1. The assumptions on which the plan is based will be valid.
2. The capital improvement programming necessitated by the community's development can be undertaken in accordance with the plan.
3. The basic procedures and tools to accommodate the community's growth and development will be substantially the same as they are now.
4. Land under agricultural preserve contracts will remain undeveloped.

The planning period should not be viewed as the time span in which ultimate development, as addressed in the Land Use Policy Map will occur. Nor is it the time span in which all the goals and objectives of the element will be achieved.

II. FINDINGS

URBAN SERVICES FOR NEW DEVELOPMENT

The city's ability to sustain growth depends on the capacity of the city's municipal services, as well as the availability of land.

WATER SUPPLY

The planning area derives most of its water from domestic and urban uses from wells located near the airport, which tap the Orcutt Storage Unit of the Santa Maria Groundwater Basin. Most of the groundwater underlying the Santa Maria Groundwater Basin is of poor quality, often exceeding federal and state standards for drinking water. It is partly for this reason that the city pumps most of its water from the Orcutt Storage Unit where the water quality is higher.

SEWAGE SYSTEM

The city and the Laguna Sanitation District provide sewer services to the planning area. The city serves most of the development within the city, as well as a few areas outside the corporate limits. The Laguna Sanitation District serves Orcutt and the Orcutt Wye area. The city's wastewater treatment facilities serve the industrial development at the airport and, through agreement with the Laguna Sanitation District, the development north of Winter Road.

The city's sewage system has some areas of concern which may affect the ability of the city to serve future development. These areas of concern include both specific needs, for example, pumping equipment for certain trouble spots, and general needs, for example, equipment needed to purify the discharge from the wastewater treatment plant sufficiently to reach the regional water quality standards.

LAND AVAILABILITY

There is adequate vacant land designated for residential development within the city limits of Santa Maria for a moderate population growth. However, if the city experiences extended periods of growth, the city may find to necessary to develop a combination of the following:

1. An active annexation policy.
2. Redevelopment of older residential neighborhoods.
3. Selected expansion onto prime agricultural lands.

GROWTH MANAGEMENT

If, by the middle of the planning period the city's growth appears to be approaching levels which cannot be supported, the city may find it necessary to adopt a growth management program. Such a program might include:

1. Short-term limits of the volume of residential construction.
2. The sequencing of urban development.
3. Increasing fees from new developments to cover costs of public improvements.

4. The concentration of commercial uses in the central business district so that the downtown remains as the urban center.

5. The redevelopment of underdeveloped areas within the city.

6. The establishment of service availability standards. These standards may consist of a set of specific threshold levels of water consumption, sewage discharge or traffic levels which are not to be exceeded by new development.

7. The adoption of five-year capital improvement programs, which govern the extension of services, to assure that all development takes place within an area where adequate services are available.

8. The increased coordination between the county and city regarding land use decisions. An effort should be made to provide balanced and supportive land uses within the Santa Maria Valley.

9. The increased coordination between the Local Agency Formation Commission and the city. As the need for developable land increases, the city may desire to expand into unincorporated land. The LAFCO must approve all such annexations.

ADDITIONAL PLANNING CONSIDERATIONS

There are other factors besides the ability of the city to provide space and urban services, which are considered in developing the Land Use Plan. These considerations include the following:

1. Assumptions about the planning area which were stated at the beginning of the element.

2. Analysis by the Planning Commission and City Council focusing in on their special concerns for the planning area.

3. Evaluation of existing and potential land use conflicts within the community,

4. Evaluation of development capacity (the ability of areas to physically sustain certain land uses).

5. Application of accepted land use practices. Included in this process was an on-going evaluation of the economic determinants which influence the types of uses that can be practically developed in a particular location.

6. Citizen input as a result of public involvement in accordance with the Citizen Participation Plan.

DEVELOPMENT CONSTRAINTS

The ability of certain areas to successfully sustain certain types of development is an important consideration in how land uses are designated within the planning area. The capability of the land to sustain one use over another development is dependent upon physical suitability for one development type over another. Considerations for the Santa Maria Planning Area area include:

1. Flood Hazard: The planning area has historically experienced flooding and drainage problems. Major flooding has been associated with the Santa Maria River. The flooding caused by high flows in the Santa Maria River, however, has been greatly mitigated by the Corps of Engineers levee project.

   Localized flooding has been alleviated, to a major extent, through the joint efforts of the City of Santa Maria and the County Flood Control District. Minor localized drainage problems exist in the southern portion of the planning area. As development takes place in these areas, the drainage problems will be alleviated.

2. Prime Agricultural Land: Agricultural and its related industry represents a significant segment of the planning area's economic base. The continued availability of prime agricultural land is important for the continued prosperity of the area.

   Historically, the planning area has developed without considering the importance of agricultural lands. Development, incompatible with agricultural operations, has been permitted to take place on agricultural lands. This process not only acts to take the development land out of production but the adjoining agricultural land as well, due to the difficulties associated with fertilizer and pesticide application close to urban development.

   To protect the remaining prime agricultural lands from urbanization, future development should be restricted from these areas. Where this is not possible, due to other overriding concerns, the development should

take place so as to minimize the intrusive effects of the development on the adjoining agricultural lands. This can be done by providing a buffer between residential and agricultural uses. Deep lots and fencing can also help mitigate the encroachment.

3. Noise Impact Areas: Areas have been identified in the Noise Element as experiencing existing noise problems or having the potential for future problems, thus limiting the desirable uses or indicating the need for mitigation measures in these areas.

4. Air Traffic Impact Areas: These areas, due to their proximity to the Santa Maria Public Airport, should be developed with land uses which are not susceptible to aircraft noise and which would not create a safety hazard. If these areas are improperly developed, the operations of the airport would be adversely impacted.

5. Water Delivery Problems: These areas have localized, existing or potential, service problems based on existing system design and cannot readily sustain certain types of development until system improvements have been made.

6. Soil Hazard: The soils found in the planning area do not generally present a development constraint. There are, however, localized pockets of expansive and compressible-collapsible soils in the southern portion of the planning area. Development in these areas may require special building designs. (A more thorough discussion of soils can be found in the Safety Element of this General Plan.)

   A portion of the planning area is underlain by soils which are extremely susceptible to soil blowing. Development in these areas may cause excessive soil blowing unless mitigation measures are taken.

7. Air Quality: The climatological conditions found in the Santa Maria Air Basin are similar in nature to those existing in the Los Angeles Basin. These existing conditions are conducive to the formation of inversion layers which trap pollutants and prevent dispersal.

The Santa Maria area experiences occasional high levels of photochemical oxidants. Although this problem is not as serious as in the more populated areas to the south, the air quality standard for oxidants is exceeded about eight times a year.

At the present time, the most serious air quality problem involves airborne particulates. Approximately 45 percent of all the particulate samples taken in Santa Maria exceed the state standards.

In order to prevent large-scale degradation of the local air quality, it may be necessary to place controls and constraints on certain types of development to limit the generation of both oxidant and particulate pollutants.

LAND USE CLASSIFICATIONS

Land use classifications have been designed to reflect the range of uses deemed necessary for the future development of the planning area.

The classifications provide a basis for:

1. The distribution of varying uses throughout the planning area as indicated on the Land Use Policy Map (Figure LU-1).
2. Specific zoning, which more specifically guides development (Figure LU-2).

The classifications suggest, but do not contain, specific development standards which are more appropriately contained in the Zoning Ordinance. As a point of clarification, the Zoning Ordinance will specify minimum lot sizes allowed in each zoning category, but is not to be used to determine allowable densities. The General Plan classifications specify the maximum density allowed per gross acre of land.

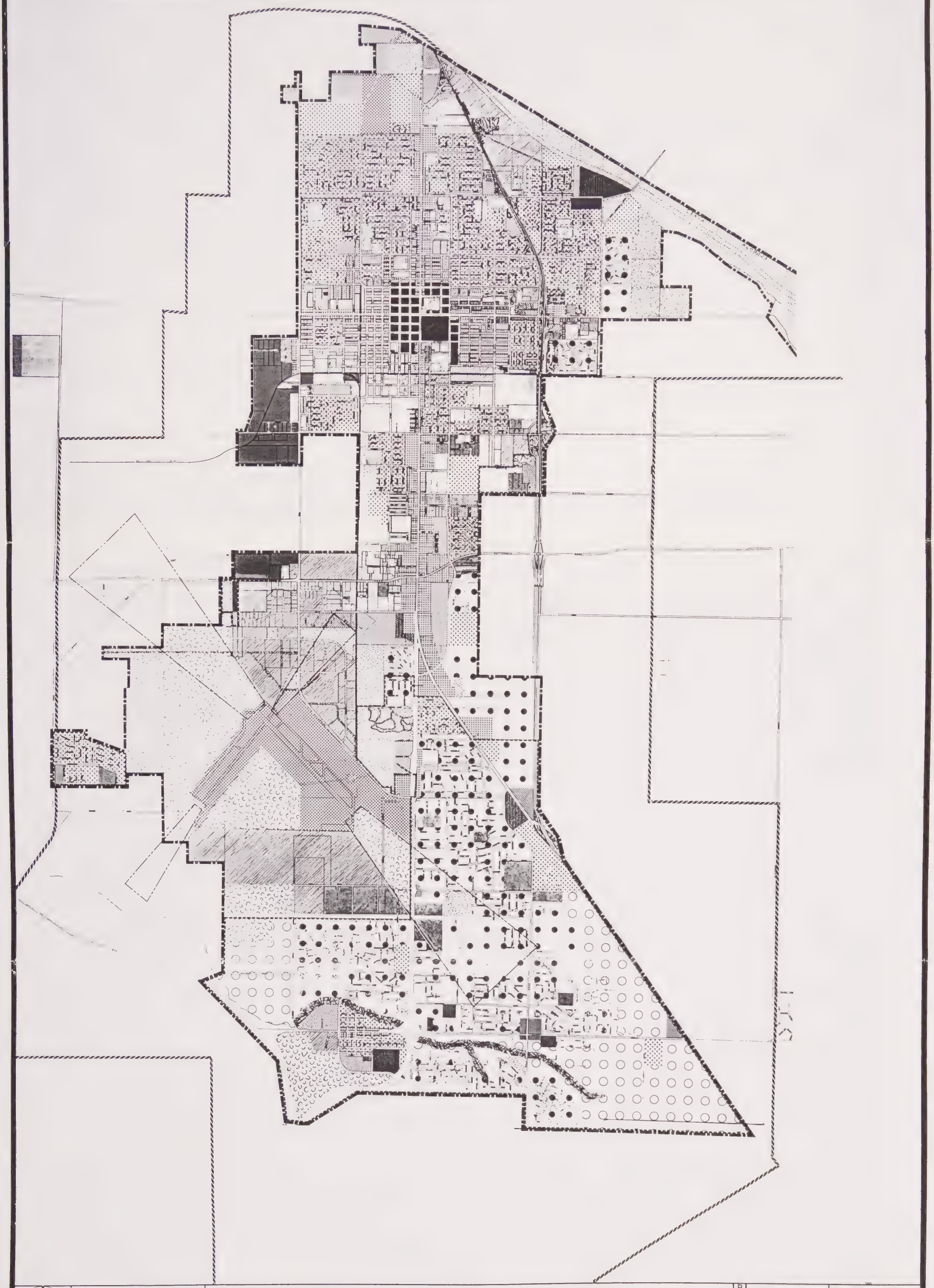
City of Santa Maria General Plan

Land Use Policy Map

Legend

- City Boundary
- Sphere Of Influence
- Planning Area

	UNITS/ACRE
AGRICULTURAL OPEN SPACE (PRIME)	
AGRICULTURAL OPEN SPACE (SECONDARY)	
RECREATIONAL OPEN SPACE	
CONSERVATION OPEN SPACE	
RESIDENTIAL AGRICULTURAL	2
LOWER DENSITY RESIDENTIAL	4
LOW DENSITY RESIDENTIAL	5
LOW MEDIUM DENSITY	"
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SPHERE OF INFLUENCE BOUNDARY	



Land Use Policy Map

REVISIONS

DATE	FILE NO	INITIALS	DATE	FILE NO	INITIALS

FIGURE LU–1

City of Santa Maria General Plan

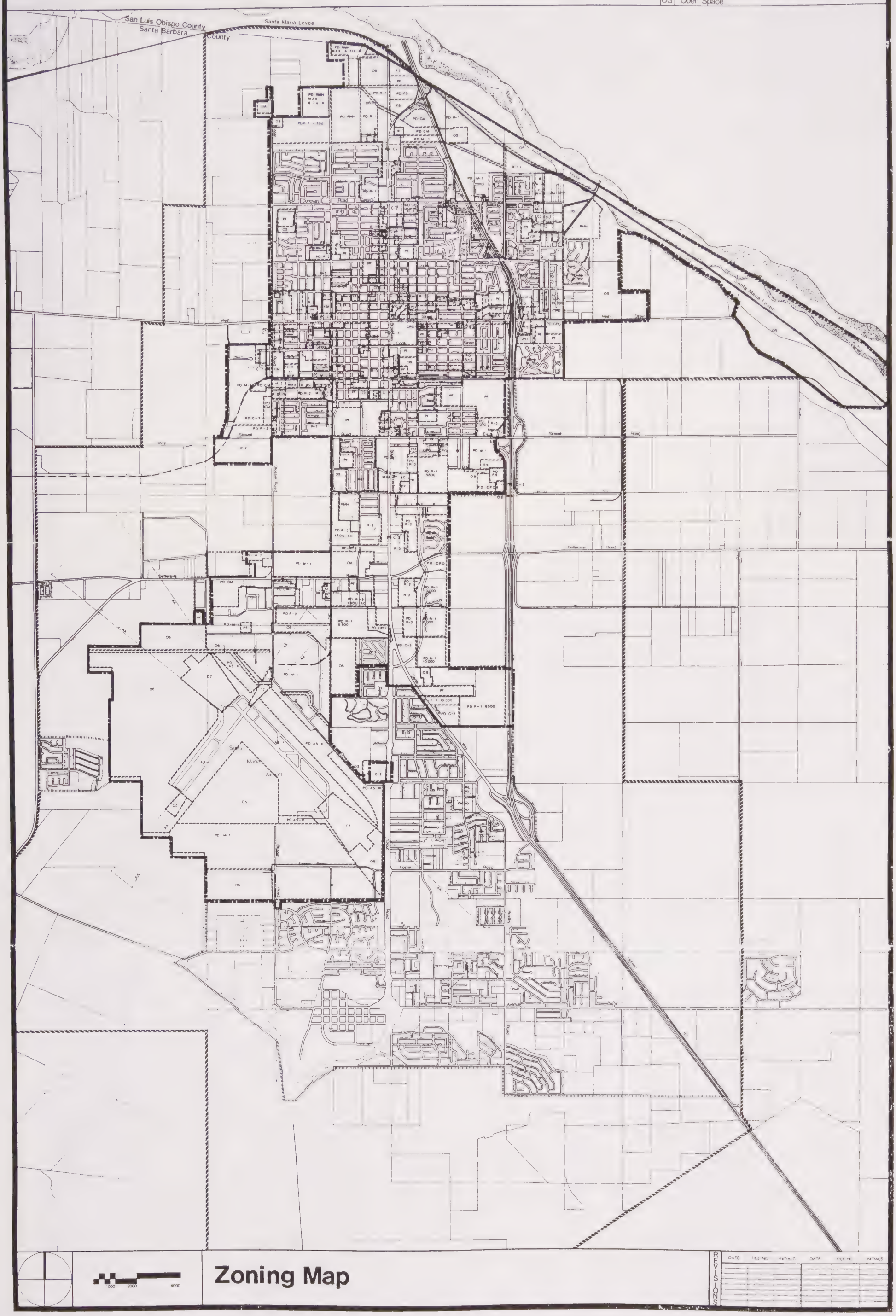
Zoning Map

Legend

- City Boundary
- Sphere Of Influence
- Planning Area
- RSL Small Lot Single Family Residential
- R-1 Single Family Residential
- R-2 Duplex Residential
- R-3 Multi-Family Residential
- RMH Residential Mobile Home
- CPO Commercial - Professional - Office
- CC Convenience Center Commercial
- C-1 Central Business District
- C-2 General Commercial
- CM Commercial Manufacturing
- M-1 Light Manufacturing
- M-2 General Manufacturing
- FS Freeway Service
- AS Airport Service
- PF Public Facilities
- OS Open Space

Overlay Districts

- PD Planned Developments
- AA Airport Approach Zone


San Luis Obispo County
Santa Barbara County
Santa Maria Levee
Santa Maria River
Santa Maria Levee
Stowell
Blosser Road
Pentaw ters
Foster
Ploppel
Ploppel
Ploppel

Open Space

Purpose:

To preserve certain areas for present and future agricultural production, protect natural resources, insure human safety, provide for recreation and scenic protection, as well as provide for limited residential uses.

Types of Uses:

AOS I - Agricultural Open Space: Intensive crop agricultural uses. All land classified as prime agricultural (Class I and II soils).

AOS II - Agricultural Open Space: Less intensive agricultural uses, including grazing. Includes some lands that are not prime agricultural, but are not now considered suitable for urban expansion.

ROS - Recreational Open Space: Includes existing and proposed recreational facilities, including neighborhood, community and regional parks, and publicly-owned and operated sanitary landfill operations that have the potential for reclamation and development into the aforementioned recreational facilities.

COS - Conservation Open Space: Includes areas subject to flood hazard, significant groundwater recharge areas, well farms, areas adjacent to creekbed and publicly-owned landscaped areas.

Corresponding Zoning: OS - open space.

Residential/Agricultural (RA)

Purpose:

To create a transition area between agricultural and strictly urban uses, as well as provide for a particular residential lifestyle.

Types of Uses:

Low-density dwelling units not to exceed 2 du/acre, noncommercial agricultural activities, the keeping of horses and certain commercial agricultural activities on larger parcels (suggested minimum of 5- to 10-acre parcels).

Corresponding Zoning: R-A (residential/agricultural) or with a PD (Planned Developent) overlay.

Lower-Density Residential (LWDR)

Purpose:

To encourage high quality single-family residential development on larger lots.

Types of Uses:

Single-family detached dwelling units at low densities not to exceed 4 dwelling units per acre with variable lot sizes for single family detached units up to one acre in size.

Corresponding Zoning: R-1-40,000 to R-1-8,000 or with PD (Planned Development) overlay.

Low-Density Residential (LDR)

Purpose:

To encourage new areas with overall densities responsive to the economic considerations of providing affordable new housing, i.e., smaller lots, while still providing the amenity and open space associated with single-family areas, and to stabilize existing areas by discouraging intensification of density.

Types of Uses:

Single-family dwelling units detached with overall (average) density not to exceed 5 dwelling units per acre with variable lot sizes for single-family detached units up to 1/4-acre in size.

Corresponding Zoning: R-1- 6,000 to R-1-10,000 or with PD (Planned Development overlay).

Low Medium Density Residential (LMDR)

Purpose:

To encourage densities that are responsive to the economic considerations of providing affordable single family housing on small lots while at the same time maintaining adequate individual private open space and the character of a single family neighborhood.

Types of Uses:

Single family detached dwelling units with an overall (average) density not to exceed 8.0 dwelling units per acre, with variable lot sizes for single family detached units up to 5,500 square feet in size.

Corresponding Zoning: R-2, RSL-1 or with PD (Planned Development) overlay.

Medium-Density Residential (MDR)

Purpose:

To encourage new development while stabilizing existing development. Allows a mixture of unit types, while maintaining the feeling of a less dense, single-family neighborhood. To encourage reinvestment in older areas, and provide a land conservation measure (to induce development away from yet undeveloped areas).

Types of Uses:

Single-family, detached and attached, duplexes, triplexes and larger multifamily complexes, with overall (average) density not to exceed 12 dwelling units per acre.

Corresponding Zoning: R-1, R-2 or with PD (Planned Development) overlay.

High-Density Residential (HDR)

Purpose:

To provide for an urban residential environment preferably close to shopping facilities, existing activity centers, as well as provide an incentive for reinvestment in older established areas.

Types of Uses:

Duplexes, triplexes and larger multifamily complexes, with overall density not to exceed 22 dwelling units per acre. Senior Citizen Housing may also be permitted to a maximum density of 30 dwelling units per acre.

Corresponding Zoning: R-3 or with PD (Planned Development) overlay.

Central District (CD I)

Purpose:

To accommodate retail, office and institutional activities, emphasizing activities of regional significance or serving a regional market, in a pleasant and interesting environment emphasizing amenity and convenience for pedestrians. Corresponds to area generally thought of as encompassing the Central Business District.

Types of Uses:

Office, retail and institutional.

Uses Not to be Encouraged:

Automobile oriented or land extensive activities such as drive-ins, auto sales lots, service stations and lumber yards.

Corresponding Zoning: C-1 or with PD (Planned Development) overlay.

Central District (CD II)

Purpose:

To encourage the revitalization of areas near the urban center by allowing a range of intense but compatible uses; and as a means of recognizing the existing diversity in these areas, and avoiding an inappropriate effort to achieve homogeneous land uses.

Types of Uses:

Intense residential development, neighborhood commercial, commercial/professional office uses and institutional uses.

Uses Not to be Encouraged:

Automotile-related uses such as drive-ins, gasoline stations and heavy commercial uses.

Corresponding Zoning: R-3, CPO, C-1 or with PD (Planned Development) overlay.

Neighborhood Commercial (NC)

Purpose:

To provide areas which offer convenience goods and services to local residents without disrupting the residential character of an area. These areas are intended to be small in size and not geared to providing a multitude of more specialized goods and services serving a community-wide or regional market.

Types of Uses:

Supermarkets, convenience grocery stores, drug stores, laundromats, bakeries and shoe repair shops.

Corresponding Zoning: C-1, CPO or with PD (Planned Development) overlay.

Community Commercial (CC)

Purpose:

To include the majority of retail uses outside the central core, particularly along the lineal development corridors which have emerged. The majority of these uses would be geared to the regional or planning area-wide market.

Types of Uses:

Variety of retail uses, excluding "heavy" commercial uses which are land extensive or quasi-industrial, such as lumber yards, agricultural equipment yards, pipe supply works, etc.

Corresponding Zoning: C-1, C-2 or with PD (Planned Development) overlay.

Commercial/Professional Office (CPO)

Purpose:

To provide areas for activities which primarily provide a service and may be compatible with a range of other uses.

Types of Uses:

Office development for the following services: medical, legal, travel agencies, insurance and real estate services, as well as a certain complementary commercial uses. Senior Citizen Housing may also be permitted to a maximum density of 30 dwellng units per acre.

Corresponding Zoning: CPO or with PD (Planned Development) overlay.

Adopted 2/21/1978
Reformatted 4/21/1987

Freeway Service (FS)

Purpose:

To accommodate the needs of the traveling public along transportation corridors.

Types of Uses:

Motels, service stations, restaurants and rest stops.

Corresponding Zoning: FS or with PD (Planned Development) overlay.

Light Industrial (LI)

Purpose:

To accommodate industrial uses which contain the process primarily within the building, do not generate negative environmental impacts, and which are most compatible with adjacent non-industrial uses.

Types of Uses:

Research facilities, light assembly plants.

Corresponding Zoning: M-1 or with PD (Planned Development) overlay.

Heavy Commercial/Manufacturing (HCM)

To permit activities which manufacture and retail on the same site as well as other heavy commercial uses which may be land extensive, require transport of materials by heavy truck, require large loading and docking areas, and where the possibilities of heavy noise generation exist.

Types of Uses:

Lumber yards, boatworks, warehouses, building supply dealers, mobile home sales, auto sales, farm equipment sales and equipment repair.

Corresponding Zoning: C-M (Heavy Commercial) or with PD (Planned Development) overlay.

General Industrial (GI)

Purpose:

To provide areas for all types of industrial uses, but particularly those which need to be separated from other land uses because of the impacts associated with these activities such as heavy truck traffic, noise, odor or dust.

Types of Uses:

Range of industrial uses, including heavy manufacturing, heavy trucking operations.

Corresponding Zoning: M-2 or with PD (Planned Development) overlay.

Airport - Airport Service (A-AS)

Purpose:

To provide a broad category facilitating the airport and airport-related commercial and industrial uses, not adversely affected by airport operations and to provide for specific areas for aircraft operation, navigation aids, and to minimize the hazard to safe landing and take-off of aircraft.

Types of Uses:

Full range of uses, including the airport operation and support activities.

Corresponding Zoning: AA, CZ, AS-I, AS-II, AS-III or with PD (Planned Development) overlay.

Community Facilities (CF)

Purpose:

To provide for necessary facilities for use by the public.

Types of Uses:

Range of public facilities, including schools and government buildings. Open space facilities, such as parks, are classified under "Open Space."

Corresponding Zoning: PF or with PD (Planned Development) overlay.

LAND USE POLICY MAP

The Land Use Policy Map indicates the distribution of the land use classifications geographically throughout the City's Sphere of Influence. These recommendations should not be considered as being tied to a specific time in the future. The specific recommendation in one area may relate to currently developed uses, while others are oriented to an indefinite date in the future. Furthermore, the city is concerned with next year as well as 10 years from now. Thus, if an area is slated for new uses, the city is as concerned about the period of transition as with establishing ultimate uses. Designations calling for new uses do not necessarily constitute an abandonment of existing uses.

The land use designations on the Land Use Policy Map are based on a number of considerations and inputs:

1. Analysis by the Planning Commission utilizing their goals for the community.
2. Application of acceptable land use practices.
3. Evaluation of development capability (ability of areas to physically sustain certain land uses).
4. Public participation in the planning process.

EXCEPTIONS

1. Density in residential general plan categories may be increased to a maximum of 25 percent under the provisions of the Government Code of the State of California, Chapter 4.3, Density Bonuses and Other Incentives, Sections 65915 through 65918, or other density bonus programs implemented by the city specifically for the provision of low and moderate income housing.

2. When the parcel being developed is a parcel less than one acre in size, the density may be established by dividing the minimum area specified by the Zoning Ordinance per unit into the net parcel size. Net parcel size in this case would be the original parcel minus any street, alley, storm drain, sewer easement or dedications.

3. When the city considers a General Plan amendment increasing the allowable residential density, the Planning Commission and City Council may specify approval of the General Plan amendment, increasing the density subject to the provisions of Government Code Sections 65915 through 65918. The intent of this provision is to prevent the future request for a 25 percent increase in density in accordance with said Government Code sections. The General Plan amendment may be conditional to provide a minimum of 25 percent low/moderate income housing. This provision would allow the city to adequately plan for future demand for required infrastructure.

4. When figuring density, fractional units of 0.8 or greater may be rounded up to the next whole number when 5 or more units are permitted on the parcel without using the round-up provision.

LAND USE CONFLICTS

Land use conflicts arise when development causes undesirable environmental consequences that affect the surrounding neighborhood such as:

1. Noise.
2. Dust.
3. Traffic congestion and related parking conflict.
4. Lighting.
5. Visual or aesthetic impacts.
6. Odor.
7. Drainage problems.

The significant land use conflicts within the planning area may be summarized as follows:

1. Industrial operations or trucking facilities interspersed with, or immediately adjacent to, residential neighborhoods.
2. Heavy commercial activities interspersed with, or immediately adjacent to, residential neighborhoods.
3. Heavy traffic impacting heretofore stable residential neighborhoods.
4. Airport noise impacts.
5. Agricultural related uses influencing adjacent residential development.

Methods of Mitigating Land Use Conflicts

There are several ways to mitigate land use conflicts, but most often these methods can only be practically applied in situations where new development or redevelopment is occurring:

1. Through site planning and development standards which minimize the adverse effects (if any) of the activity on adjacent properties or its susceptibility to existing adverse influences.
2. By complete separation of potentially conflicting uses.
3. By adopting a program to remove uses which cause extreme conflicts.
4. By buffering conflicting uses with other uses which can be designed to be compatible with both uses. In general, such uses are less sensitive to the adverse influences and yet do not generate them themselves. Examples of such buffering uses are:

Conflicting Use	Buffer	Conflicting Use
Commercial	Office & Professional	Residential
Low-Density Residential	Residential/Agricultural	Agricultural
Commercial	Institutional	Residential
Manufacturing	Planned Industrial	Residential
Airport Approach Zone	Open Space/Agricultural	Residential

5. Recreational Open Space: Includes existing and proposed recreational facilities including neighborhood, community, regional parks and publically-owned and operated sanitary landfill operations that have the potential for reclamation and development into the aforementioned recreational facilities.

IMPLEMENTATION PROGRAMS

1. Zoning Ordinance: The Zoning Ordinance provides the major means of implementing the goals and ordinances of the Land Use Element. State law now requires the Zoning Ordinance to be consistent with the objectives, policies and general land uses called out in the General Plan, of which the Land Use Element is primary component. To achieve this consistency between the general plan and zoning, it will be necessary to take the following action:

   a. The zoning districts of the ordinance should be redefined to reflect the uses and densities specified in the Land Use Element.

   b. The zoning map should be modified to conform with the intent of the Land Use Element Policy Map. As part of this effort, it will be important to designate zones which do not preclude achieving the objectives of the Land Use Element. For example, an R-3 designation would not be recommended for areas shown as low-medium density residential. On the other hand, an open space zone, which would not alter an area's potential for more intensive development at a later date, would be deemed consistent with any of the land use classifications.

   It is also anticipated that more than one of the zone designations, which are more specific than any given land use classification, may be consistent with any specific classifications.

   It is anticipated that these determinations will be made during the ordinance adoption program.

2. Subdivision Ordinance: The Subdivision Ordinance serves to assure workable and convenient land use patterns in developing areas. One primary function of the ordinance is to assure that potential problems are mitigated at the time land is divided for development. Another consideration is encouraging unique and positive urban design features, such as variable setbacks. Equally important, the Subdivision Ordinance allows for the inclusion of areas for any needed public facilities at the time of development.

3. Determination of Sphere of Influence: The establishment of a formal Sphere of Influence by the Local Agency Formation Commission (LAFCO) is an important step in the implementation of the Land Use Element. Hopefully this action will:

   a. Officially sanction the city's involvement in influencing the positive development of the total planning area, including unincorporated areas.

   b. Create a basis for closer county-city coordination on planning matters.

   c. Form a logical basis for the extension of urban services, thus allowing the specification of ultimate system requirements.

4. Capital Improvement Program: The Capital Improvement Program should be broadened and amplified to be more consistent with the General Plan. The projects specified should be evaluated on the basis of the goals and policies and service requirements of all land use designations set out in the Land Use Element.

5. Special Study Areas: The areas designated as special study areas need particular attention during the planning period. The designation should signify a commitment to specific public and private actions which will improve the quality of these areas or avoid potential problems.

6. General Plan Review Program: As the General Plan, in response to changes in state law, become less of a "guideline" and more nearly a definitive and meaningful statement of public policy, the process of maintaining the Land Use Element as a viable document becomes more significant. Section 65400(b) of the Government Code directs the Planning Commission to take the following additional steps not already specified in the program section:

   a. Submit an annual report to the City Council on the status and application of the General Plan.

   b. Promote public interest in the understanding of the plan and the regulations relating to it.

   c. Consult and advise with other agencies, groups, and the public on ways of carrying out the plan.

   d. Review for conformity with the General Plan referrals by public agencies regarding real property acquisitions and disposition, and construction of public works and buildings.

7. Reassessment of Land Use Plan: At the close of the planning period, it is expected that a major reassessment of the plan would be appropriate. Such reassessment would evaluate assumptions, goals and objectives; policies and the application of the land use classifications in the planning area.

III. GOALS, POLICIES AND PROGRAMS

GOAL L.U.1

Maintain and improve the existing physical character of the community as the residential, industrial and commercial center for northern Santa Barbara County.

POLICY L.U.1

It is the policy of the city to encourage an optimal mix of land uses to meet the present and future demands of the community.

OBJECTIVE L.U.1a

Residential: To provide residential areas which will accommodate present and future demands for the variety of homesites, housing types and lifestyles and to promote neighborhood integrity and to protect individual property values by encouraging compatible uses and proper standards of design and development.

OBJECTIVE L.U.1b

Commercial: To provide areas in which business may be conducted, merchandise sold and distributed and public and private services rendered in an efficient and effective environment.

OBJECTIVE L.U.1c

Industrial: To provide areas in which industrial and commercial manufacturing activities may take place without interfering with or interference from adjacent uses.

OBJECTIVE L.U.1d

Open Space: To set aside space to meet the present and future needs for recreation and park facilities and to protect from urban encroachment, prime agricultural land within the Santa Maria Valley.

GOAL L.U.2

Provide an adequate level of public services and facilities for the present and future residents of the city.

POLICY L.U.2

It is the policy of the city to insure adequate public services and facilities are provided in a timely and adequate manner.

OBJECTIVE L.U.2a

To establish a pattern of residential densities which do not overburden the sewerage, drainage, transportation and utility systems or schools and recreational facilities of the community.

OBJECTIVE L.U.2b

To provide well-located industrial sites for new industrial development that are adequately served by highways, railroads, utilities and other municipal services.

IMPLEMENTATION PROGRAMS

Preceding implementation program for Goal L.U.1 will provide the means to implement the above policy and objectives.

GOAL L.U.3

Accommodate the best possible forms of new development through a cooperative effort of the community as a whole, emphasizing a beneficial balance between environmental and economic considerations.

POLICY L.U.3

Resolve conflicts between existing and proposed land uses, particularly residential and industrial uses, and prevent such conflicts in the future.

OBJECTIVE L.U.3a

Promote the development of compatible uses in areas surrounding the Santa Maria Public Airport.

OBJECTIVE L.U.3b

Foster appropriate land uses and high quality development along the approach corridors to downtown Santa Maria.

IMPLEMENTATION PROGRAMS

Preceding implementation programs for Goal L.U.1 will provide the means to implement the above policy and objectives.

GOAL L.U.4

Reduce potential land use conflicts.

POLICY L.U.4

It is the policy of the city to avoid land use problems before they arise and to create maximum harmony between various land uses.

OBJECTIVE L.U.4a

Where areas classified as industrial border residential areas the industrial area will be developed in light industrial uses which do not adversely impact the residential activities. In this way, the lighter industrial activities will act as a buffer between the general industrial and residential development.

IMPLEMENTATION PROGRAM

To establish a pattern of residential densities which do not overburden the sewerage, drainage, transportation and utility systems or schools and recreational facilities of the community.

OBJECTIVE L.U.4b

Where industrial development borders residential development, the circulation pattern should be designed so that industrial traffic does not enter residential neighborhoods.

IMPLEMENTATION PROGRAM

Create cul-de-sacs, blocking off streets which were once through streets, and locate industrial activities along major arterials.

OBJECTIVE L.U.4c

Industrial uses should provide sufficient onsite parking facilities to accommodate their equipment.

OBJECTIVE L.U.4d

Where residential development takes place along arterials and collectors, every effort should be made to mitigate the negative impacts of traffic on the residential uses.

IMPLEMENTATION PROGRAMS

1. Increased spacing between the roadway and the structure, landscaped berms and walls can all serve to mitigate the undesirable effects of traffic.
2. Design control should be utilized where deemed appropriate to promote compatibility with adjoining treatment, sign control, setbacks and landscaping.
3. Regulation of hours of operation.

OBJECTIVE L.U.4e

In commercial areas, pedestrian walkways should be sharply delineated from traffic areas, and set apart, where possible, providing a separate circulation system.

IMPLEMENTATION PROGRAM

Separation can be accomplished by using landscaped berms and placing walkways through the exterior of blocks rather than around the periphery.

OBJECTIVE L.U.4f

Locate new development contiguous to existing development.

IMPLEMENTATION PROGRAM

Wherever possible, new development should be planned so as to avoid costly gaps, costly because of additional service costs and the difficulty in achieving proper in-fill development of a later date.

OBJECTIVE L.U.4g

Preserve prime agricultural lands.

IMPLEMENTATION PROGRAM

Wherever possible, new urban land uses should not be permitted on prime agricultural land. The exception of this policy would be in cases where the new development constitutes in-filling between existing development nodes where agricultural activity is no longer feasible because of the proximity of urban uses.

OBJECTIVE L.U.4h

Certain portions of the planning area are of particular concern because of one or more of the following factors, and should be designated as special study area:

1. They are presently problem areas. These problems may range from basic inadequacies in the infrastructure to concentrations of land use conflicts or deteriorated structures.
2. They are potential problem areas.
3. They offer the possibility of particularly beneficial land use patterns which may enhance community objectives.

IMPLEMENTATION PROGRAM

Before significant new development occurs, it may be appropriate to prepare specific development studies for these areas emphasizing:

1. The existing or potential problems.

2. Specific land use requirements — more detailed than the classifications offer.

3. Development plans specifying solutions to the problems, outlining detailed commitments to capital improvements, and recommending special development standards for the area.

The areas that should be so designated include:

1. Westside
2. Dal Porto
3 East Newlove
4. South Miller Street (extension)
5. East Betteravia



Circulation Element

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PREFACE

The Circulation Element was adopted by the City Council on April 17, 1979. The following text is a reformat of the adopted element, incorporating amendments made through April 21, 1987.

I. INTRODUCTION

Transportation facilities, their location and accessibility, have been and continue to be a major influence in shaping the urban form of a city. In addition to their primary purpose as carriers of people and goods, these facilities influence the development pattern of the environment by affecting the location of housing, employment, recreation and commercial activity.

By the nature of the function they serve, transportation facilities inevitably tend to cross jurisdictional boundaries. As a consequence, decision-making in the realm of transportation may involve a multiplicity of agencies, many with conflicting interests. Because of the need for coordination, critical decisions, if deferred, may not be effectively implementable.

The Circulation Element includes the existing and planned major road system. The intent of the Circulation Element is to preserve a corridor uninhabited by any permanent structure for future road right-of-way for each and every road shown on the Circulation Element Map.

The Circulation Element of the City of Santa Maria General Plan (refer to Figure C-1, following) depicts corridors for public mobility and access which are planned to meet the needs of the existing and anticipated population of the city. The adoption of this Circulation Element by the City of Santa Maria complies with the requirements and responsibilities set forth in the State of California Streets and Highways Code and the Planning and Zoning Law of the State of California Government Code.

The Circulation Element serves to designate those roads in the city which under state law constitute the city's selected system of major roads. This designation is used to determine the eligibility of roads for improvement with certain specified

Highway User Tax Funds. The title "Circulation Element" used in this plan corresponds to the term "General Master Plan as used in Section 186.4(3) of the Streets and Highways Code of the State of California.

DEFINITIONS

The functional classification of the streets in Santa Maria is based upon the system developed in the SCOTS Regional Transportation Study (RTP). There are nine classifications which are defined below and shown in Figure C-1.

1. URBAN ROADWAYS

Principal Arterial - Type I: Urban extension of rural arterial, carries major portion of trips entering, traveling through or leaving the urban area.

Principal Arterial - Type II: Provides important intra-urban service to major population, industrial and commercial centers; highest level of conventional street service to all area traffic.

Local Arterial: Interconnects with higher order systems; serves moderate length trips; provides limited amount of land access; provides intracommunity continuity but does not penetrate identifiable neighborhoods; in densely developed areas, provides access within a 1/4 mile of all important generators.

Collectors: Distributes trips from arterials through the area; may penetrate neighborhoods, provides both land access and mobility.

2. RURAL ROADWAYS

Principal Arterial: U.S. 101 only.

Minor Arterial: Links cities and larger towns, interstate and intercounty services; serves long trips, relatively high speed.

City of Santa Maria General Plan

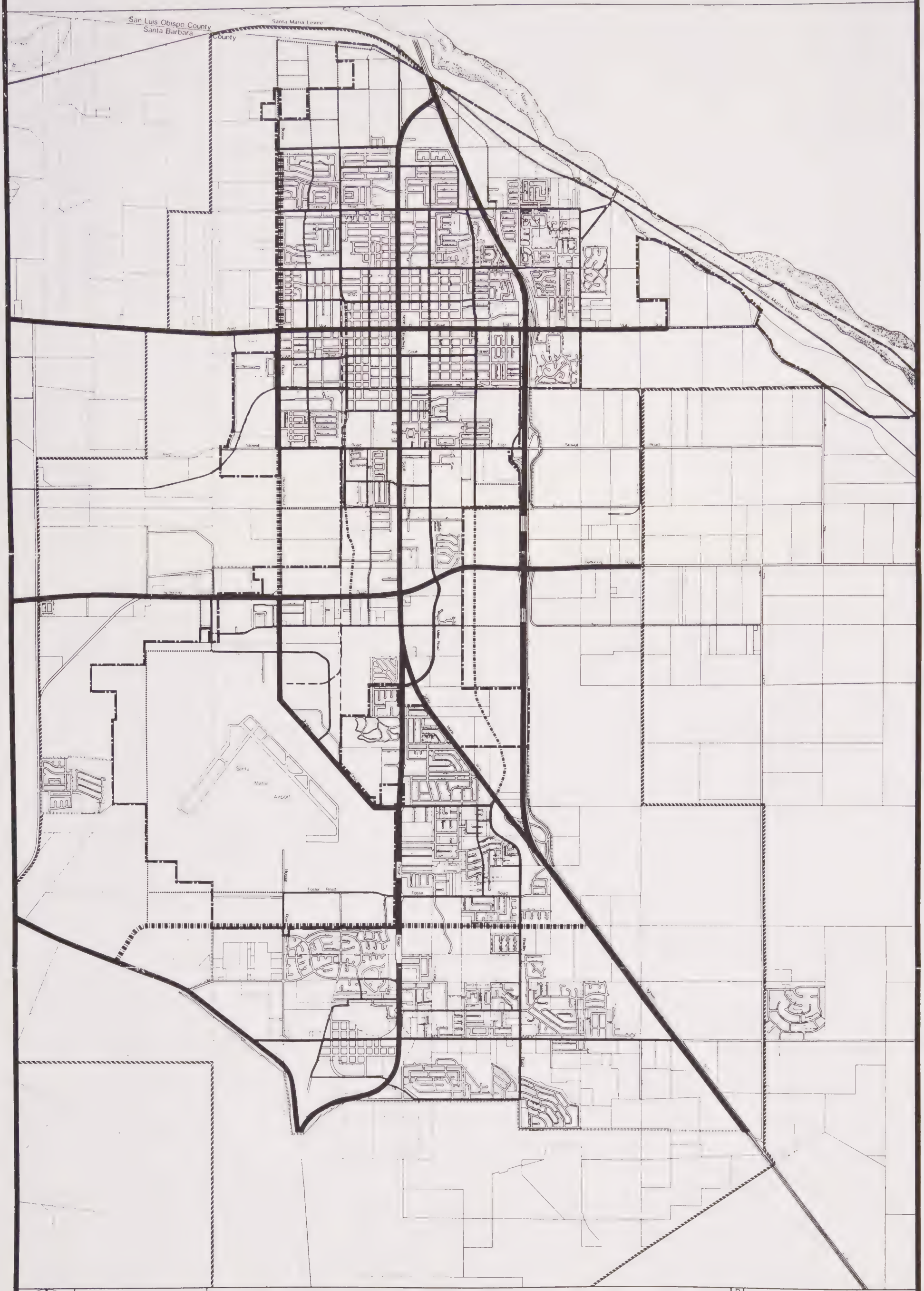
Circulation Plan

Legend

- City Boundary
- Sphere Of Influence
- Planning Area

EXISTING PROPOSED

- Principal Arterial
- Local Arterial
- Collector



Circulation Plan

REVISIONS	DATE	FILE NO	INITIALS	DATE	FILE NO	INITIALS

FIGURE C–1

Connector: Provides connections between higher order systems; prevents extreme out-of-direction travel; low volume/long trip; sparsely developed areas only.

Major Collector: Provides service to towns not served above -- service to major generators of intracounty importance, serves the more important intracounty corridors.

Minor Collector: Collects traffic from local roads and brings all developed areas within reasonable distance of a collector; links locally important generators with rural areas.

3. BIKEWAYS

"Bikeway" is used to define all facilities that explicitly provide for bicycle travel. It can mean anything from fully grade separated facilities to simply signed streets. There are three classes of bikeways which are defined as follows:

Class I, Bike Path or Bike Trail: A completely separated right-of-way designed for the exclusive use of bicycles. Crossflows by pedestrians and motorists are minimized.

Class II, Bike Lane: A restricted right-of-way designed for the exclusive or semi-exclusive use of bicycles. Through-travel by motor vehicles or pedestrians is not allowed; however, vehicle parking may be allowed. Crossflows by motorists, for example to gain access to driveways or parking facilities, is allowed; pedestrian crossflows, for example to gain access to parking facilities or associated land use is allowed.

Class III, Bike Route: A shared right-of-way designated as such by signs placed on vertical posts or stenciled on the pavement. Any bikeway which shares its through traffic right-of-way with either or both moving (not parking) motor vehicles and pedestrians is considered a Class III bikeway.

4. TYPICAL CROSS-SECTIONS

Principal elements governing the design and selection of roadway cross-sections are right-of-way limitations, traffic requirements and control of access. Roadway cross-sections should be established for each class of facility with adequate right-of-way. Typical cross-sections have been developed by the City's Department of Public Works based on the consideration for the following street classifications:

- Principal arterial.
- Local arterial.
- Residential collector.
- Residential local.
- Commercial - industrial collector or local.
- Commercial - industrial alley.

Specific road cross-sections as required by the City of Santa Maria may vary and are contained in the City's Standard Specifications and Drawings as maintained by the Director of Public Works.

Medians should be landscaped with drought-resistant, low-height vegetation. Median openings on principal arterials should be limited to major intersections only in order to eliminate as much cross traffic as possible.

II. FINDINGS

Regional access to the City of Santa Maria is provided by U.S. 101 which traverses the eastern portion of the study area. This highway provides the city and the project area with good access to neighboring population centers, primarily Santa Barbara, but also the Los Angeles and San Francisco metropolitan areas.

The existing street system of Santa Maria is basically a grid type street pattern. The major north-south streets serving Santa Maria are Broadway and Blosser Road. Broadway (State Route 135) is the more important of the two arterials since it is centrally located and serves the major developed portions of Santa Maria. Broadway can be expected to carry increasing volumes with future development of the city and measures to relieve projected congestion will be needed. Blosser Road is a two-lane

north-south arterial along the western boundary of the city limits. The current capacity of this roadway is expected to be adequate to serve projected demand.

Three additional north-south streets are significant in respect to their potential development. These streets are Miller, College and Depot. Miller Street is located parallel to the three blocks east of Broadway. In order to reduce traffic volumes on Broadway, the extension of Miller Street south of Santa Maria Way is recommended by the Regional Transportation Plan (RTP) for Santa Barbara County.

Depot and Railroad Streets are two-lane roads located midway between Broadway and Blosser. Together, these roadways have the potential of being made a north-south arterial serving the area between Broadway and Blosser. However, present route discontinuities from Main to Church and from Morrison to Stowell Road preclude its effective uses as arterials.

The major east-west streets in Santa Maria are Donovan, Alvin, Main Street, Stowell Road and Betteravia Road. Of these, only Main Street, Stowell Road and Betteravia Road extend beyond the Santa Maria city limits. Main Street is designated State Route 166 west of U.S. 101 and connects Guadalupe to Santa Maria. Stowell Road, designated as State Route 176 east of U.S. 101, is four lanes in width through Santa Maria. Betteravia Road traverses the study area one-mile south of Stowell Road and connects to the town of Betteravia.

Analysis of these roadways indicate that the current capacities are expected to be adequate to accommodate projected demand. Particular present and anticipated problems which this element addresses include:

- Improvement north/south street continuity to provide roadway alternatives other than use of Broadway.
- Improvement of north/south streets to reduce traffic "bottlenecks" and provide adequate, uniform capacities on each street.
- Provision of roadway alternatives to Main Street, and the improvement of the U.S. 101 ramp intersections with Main Street.
- Extension of arterial and collection street system to serve anticipated development areas.

- Internal traffic circulation within and through new and existing subdivisions to provide for circulation continuity and prevent isolation of individual developments.

Modifications to the collector street system include several additional streets. These include a connection of Taylor Street and Blosser Road in the northwest section of the City; additions to Jones Street and Suey Road south of Main Street to provide an additional east/west connection to serve additional traffic generated by new development in the area north and south of Main Street; additions to Enos Drive, Battles Road and Thornburg Street to serve increased developent along South Broadway; and the east/west expressway and Airport Loop Road to serve future nonresidential uses in the airport industrial area and Orcutt.

When reviewing new development, specifically new subdivisions, consideration is to be given for the provision of adequate internal circulation within new subdivisions and circulation continuity between individual subdivisions. This review would alleviate a specific concern regarding possible isolation of similar types of adjacent developments and the lack of secondary access.

With the plan additions and improvements, all arterials will operate at a LOS "C" or better. The most critical movement, which is the north/south movement, is expected to operate at "C" with the recommended improvements, whereas it would deteriorate to "D" without the improvements. East/west movements would operate at a LOS "B".

III. GOALS, POLICIES AND PROGRAMS

GOAL C.1

Provide a comprehensive transportation system of facilities and services to meet the public need for the movement of people and goods that is consistent with the social, economic and environmental goals and policies of the region.

POLICY C.1

It is the policy of the City of Santa Maria to provided a comprehensive transportation system of facilities and services to meet the public need for the movement of people and goods.

OBJECTIVE C.1a

Plan for and provide a roadway system which would adequately service the travel needs of projected population and employment, while considering the relative sensitivities of adjacent land uses.

IMPLEMENTATION PROGRAMS

1. Implement street improvements designed to improve north-south street continuity to provide roadway alternatives other than use of Broadway.

2. The city shall improve north-south streets to reduce traffic "bottlenecks" and provide adequate, uniform capacities on each street. In particular, restriping of Broadway between Stowell Road and Cook Street to provide either six through lanes or four lanes plus a continuous left-turn median lane is planned.

3. The city shall provide roadway alternatives to Main Street, and promote the improvement of the U.S. 101 ramp intersections with Main Street.

4. The city shall extend the arterial and collection street system to serve anticipated development areas. These include a connection of Taylor Street and Blosser Road in the northwest section of the city; additions to Jones Street and Suey Road south of Main Street to provide an additional east-west connection to serve additional traffic generated by new development in the area north and south of Main Street; additions to Enos Drive, Battles Road and Thornburg Street to serve increased development along South Broadway; and the east-west expressway and Airport Loop Road to serve future non-residential uses in the airport industrial area and Orcutt.

5. The city shall require all new and existing development, specifically new subdivisions, to provide internal traffic circulation that is continuous with adjacent circulation systems. In addition, the city shall require circulation continuity between individual subdivisions and prevent isolation of industrial developments.

OBJECTIVE C.1b

Maintain the current level of intercity transportation services and encourage expansion as needed to serve increased demand.

OBJECTIVE C.1c

Insure that adequate on-site parking facilities are provided for all land uses.

IMPLEMENTATION PROGRAMS

1. The City of Santa Maria Redevelopment Agency will expand public parking facilities within the Central Business District by establishing special assessment districts.

2. All developments must provide parking as required by the Zoning Ordinance.

3. The city should periodically review the Zoning Ordinance parking requirements to insure that the permitted ratio of large to small car parking spaces reflect the current ratio of large to small cars.

OBJECTIVE C.1d

Provide for the safe, efficient and convenient streets for pedestrians and for use of bicycles throughout the city for recreation and as a viable alternative to the automobile as a form of local transportation yet provide adequate vehicle capacity and efficient operating conditions.

IMPLEMENTATION PROGRAMS

1. The city will actively seek federal and state funds for the acquisition and construction of bikeways contained on the Bikeway Plan.

2. The city will require bikeways to be included as an integrated part of all subdivisions with connections to the city-wide bicycle network.

3. The city will require the street widths, right-of-way alignment and open space relationships of the Subdivision Ordinance to include the necessary standards provided in the bikeway plan. These standards will represent those conditions of new developments where bikeways are specified in the interim plan, and looking to the future, be applicable to those routes approved in the long-range plan.

4. The city will require general parking space suggestions of the bikeway plan to be translated into specified zoning requirements.

5. The city will require the provisions of the bikeway plan to be reflected in the Circulation Element of the Santa Maria General Plan.

6. The city will revise its City Bicycle Ordinance to regulate bicycle use.

7. The city will eliminate or modify ramps and provide freeway access on Bradley Road and Nicholson Street. Also, the city will modify Chapel Street and Bradley Road southwest of Festler School by directing south bound traffic on Bradley Road onto Chapel Street. In addition, the city will place traffic signals at the intersections of Bradley Road and Main Street and Bradley Road and Stowell Road.

8. Blosser Road Improvements and Taylor Street Connection: The city will improve Blosser Road and the connection of Taylor Street to Blosser Road in the northwest area of the city to improve north-south circulation on the western portion of Santa Maria and Orcutt. Blosser Road will be improved to a four-lane arterial with median and left-turn lanes, where right-of-way widths will permit. Also, if future developer actions present an opportunity to acquire additional Taylor Street right-of-way, the city will require dedication of sufficient width for a four-lane street from Broadway to Blosser Road. Blosser Road, between Betteravia Road and Stowell Road is designated Principal Arterial.

9. Depot Street: The city will extend Depot Street south from Morrison Avenue to McCoy Lane and extend Depot Street north of Church Street to Main Street. In addition, Depot Street will be a four-lane road with turn lanes.

10. Jones Street and Suey Road: The city will extend Jones Street eastward and Suey Road southward to intersect and provide an additional route across the U.S. 101 freeway. The city will designate these roadways as collector streets.

11. East-West Expressway: The city will extend Foster Road west and southward to intersect Highway 1, west of Solomon Road.

12. Battles Road: The city will upgrade Battles Road to collector streets between Broadway and Bradley Road.

13. College Street Extention: The city will upgrade and extend College Street from Stowell Road and Santa Maria Way to provide an additional north-south local arterial.

14. Carlotti Drive North of Donovan Road: The city will extend Carlotti Drive north of Donovan Road to the Santa Maria levee, then northwesterly along the levee until it intersects with the Broadway/U.S. 101 interchange. The portion of Carlotti Drive that will parallel the Santa Maria levee will be off-set approximately 100 feet for emergency repairs of the levee.

15. McCoy Lane: The City will upgrade McCoy Lane between Miller Street and Skyway Drive as a designated Local Arterial.

16. In addition to those funding sources stated above, the City of Santa Maris should explore and develop other funding mechanisms necessary to provide for future improvements needed to mitigate traffic-related impacts, specifically, those improvements that would be considered for proposed and future developments.

GOAL C.2

Provide a network of and a variety of transportation systems to serve the needs of residents.

POLICY C.2

It is the policy of the City of Santa Maria to provide for safe, fast and efficient movement of people and goods within Santa Maria and between the city and other parts of the region by an integrated system of streets, freeways, public transit and other transportation facilities.

OBJECTIVE C.2a

Plan for, and implement, a network of arterial, major and collector roads that connect the various parts of the city together while protecting residential neighborhoods.

IMPLEMENTATION PROGRAMS

1. Develop a Capital Improvement Program for acquiring rights-of-way and for constructing, improving, and maintaining streets and highways.

2. Onsite and offsite street improvements will be required for all private developments specified in this Circulation Element and the Land Division Ordinance.

3. Seek inclusion in state and regional transportation improvement plans of state transportation projects which support the local capital improvements and which provide access to planned growth and development.

OBJECTIVE C.2b

Maintain the current level of bus services and expand such services as required when demand levels increase.

IMPLEMENTATION PROGRAMS

1. Seek alternative funding sources as federal transit programs are reduced or eliminated.

2. Use local funds to support transit service to the extent possible.

3. Increase fees as required to maintain transit service.

OBJECTIVE C.2c

Ensure that adequate onsite parking facilities are provided for all land uses.

IMPLEMENTATION PROGRAMS

1. The City of Santa Maria Redevelopment Agency will expand public parking facilities within the central business district by establishing special assessment districts.

2. All developments must provide parking as required by the Zoning Ordinance.

3. The city should periodically review the Zoning Ordinance parking requirements to ensure that the permitted ratio of large to small car parking spaces reflect the current ratio of large to small cars.

OBJECTIVE C.2d

Provide for the safe, efficient and convenient streets for pedestrians and for use of bicycles throughout the city for recreation and as a viable alternative to he automobile as a form of local transportation yet provide adequate vehicle capacity and efficient operating conditions.

IMPLEMENTATION PROGRAMS

1. The city will actively seek federal and state funds for the acquisition and construction of bikeways contained on the Bikeway Plan

2. The city will require bikeways to be included as an integrated part of all subdivisions with connections to the city-wide bicycle network.

GOAL C.3

Provide for adequate circulation through and within the community while protecting the residential neighborhoods.

POLICY C.3.a

Maximize traffic capacity of arterial streets while maintaining adequate parking and safe access to adjacent residential and commercial uses.

POLICY C.3 b

Restrain truck and other business travel to tolerable levels on residential streets.

Adopted 4/17/1979
Reformatted 4/21/1987



Noise Element

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PREFACE

The revised and updated Noise Element was adopted by the City Council on April 21, 1987.

I. INTRODUCTION

Awareness of noise has become a key factor in the perception of the quality of our environment. Noise affects the home environment, work environment, and enjoyment of recreational activity. For these reasons, noise has become an important aspect in the community planning process.

The State of California has mandated that each county and city prepare a noise element as part of its general plan. California Government Code, Division 1, Planning and Zoning, Chapter 3, Local Planning, Article 5, Section 65302(f) requires a plan including:

> "A noise element which shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:
>
> 1. Highways and freeways.
> 2. Primary arterials and major local streets.
> 3. Passenger and freight on-line railroad operations and ground rapid transit systems.
> 4. Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.
> 5. Local industrial plants, including, but not limited to, railroad classification yards.
> 6. Other ground stationary noise sources identified by local agencies as contributing to the community noise environment."

Noise contours (lines which graphically depict noise exposure) for the City are shown for all relevant noise sources and stated in terms of Community Noise Equivalent

Level (CNEL). The CNEL noise contours were prepared on the basis of state prescribed noise modeling techniques for the various sources identified in paragraphs (1) to (6) above.

The noise contours are used as a guide for establishing land uses which are compatible with the noise environment and minimize noise exposure to sensitive land uses.

The Noise Element identifies and appraises the noise environment in the community as required by Government Code, Section 65302(f). The findings section describes the existing and future noise environment. The goal, objectives, policies, and implementation programs that follow, provide guidelines for minimizing noise impacts. Because of the complexity of noise, an appendix is provided with background material on noise, compatibility criteria, and abatement strategies (see Technical Appendix).

DEFINITIONS

A-Weighted Sound Level

The sound pressure level in decibels as measured on a sound meter using the A-weighting filter network. The A-weighting filter deemphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and provides good correlation with subjective reactions to noise.

Ambient Noise Level

The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Community Noise Equivalent Level (CNEL)

The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels occurring during the evening from 7 p.m. to 10 p.m. and addition of ten decibels to sound levels occurring during the night from

10 p.m. to 7 a.m. The 5 and 10 decibel penalties are applied to account for increased noise sensitivity during the evening and nighttime hours. The CNEL represents the daily energy noise exposure averaged on an annual basis.

Day-Night Average Level (Ldn)

The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of ten decibels to sound levels occurring during the nighttime (10 p.m. to 7 a.m.). The 10 decibel penalty is applied to account for increased noise sensitivity during the nighttime hours. The Ldn represents the daily energy noise exposure averaged on an annual basis.

Decibel (dB)

A unit for measuring the amplitude of a sound equal to 20 times the logarithm (to the base 10) of the ratio of the pressure of the sound measured to a reference pressure (i.e. 20 micro-pascals).

Equal Noisiness Zones

Defined areas or regions of a community wherein the noise levels are generally similar (within a range of 5 dB). Locations approximately equal distances from noise sources and noise contours would be exposed to similar levels of noise.

Equivalent Energy Level (Leq)

The sound level corresponding to a steady state sound level containing the same total energy as a time varying signal over a given sample period.

Habitable Room

Any room meeting the requirements of the Uniform Building Code or other applicable regulations which is intended to be used for sleeping, living, cooking or dining purposes, excluding such enclosed spaces as closets, pantries, bath or toilet rooms, service rooms, connecting corridors, laundries, unfinished attics, foyers, storage spaces, cellars, utility rooms, and similar spaces.

Intrusive Noise

That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, time of occurrence, and tonal or informational content as well as prevailing ambient noise level.

L10

The A-weighted sound level exceeded 10 percent of the sample time. Other L percentiles commonly used include L50, L90, L99, etc.

Noise

Any unwanted sound, or sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying.

Noise Exposure Contours

Lines drawn around a noise source indicating constant or equal level of noise exposure from that source. CNEL is the noise index used to relate community exposure to noise.

Noise Sensitive Land Use

Noise sensitive land uses are land uses associated with indoor and/or outdoor human activities that may be subject to stress and/or significant interference from noise. They include residential (single and multi-family dwellings, mobile home parks, dormitories, and similar uses); transient lodging (including hotels, motels, and similar uses); hospitals, nursing homes, convalescent hospitals, and other facilities for long-term medical care; and public or private educational facilities, libraries, churches, and places of public assembly.

Outdoor Living Area

Outdoor living area is a term used to define spaces that are associated with residential land uses and are typically used for passive recreational activities. Such spaces include patio areas, barbecue areas, jacuzzi areas, etc. Outdoor areas usually not included in this definition are: front yard areas, driveways, greenbelts, maintenance areas, and storage areas associated with residential land uses.

Sound Level Meter

An instrument, including a microphone, and amplifier, and output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

II. FINDINGS

Most noise sensitive areas in and around the city are located within acceptable (see noise criteria section of Technical Appendix) noise environments of less than 55 dB CNEL; however, areas along transportation corridors are exposed to substantially higher noise levels exceeding 65 dB CNEL. In response to federal, state, and local standards and guidelines, 65 and 60 dB CNEL contours were prepared for the years 1985 and 2005. Land uses located within 65+ dB CNEL contours are exposed to significant noise impacts. Areas within 60 to 65 dB CNEL are also exposed to substantial noise impact; however, depending on the specific land use and mitigating actions, compatible developments may be constructed. The existing and future noise exposure from transportation sources are discussed below.

Existing Environment

Noise contours for the existing major transportation noise sources are shown in Figure N-1. Both 60 and 65 dB CNEL contours are provided for U.S. Highway 101, primary and secondary arterials, and Santa Maria Public Airport. Activities on the Santa Maria railroad line are not sufficient to generate 60 dB CNEL contours beyond the right-of-way. The noise contours represent unmitigated conditions. Therefore, where walls, berms, or structures block the noise path, the contours overestimate the noise impact.

The estimated population within each CNEL zone is provided in Table N-1 (following). There are approximately 12,200 residents within the city exposed to noise levels exceeding 65 dB CNEL. Major roadways throughout the city are responsible for over 60 percent (7,760 residents) of the residents impacted by noise. The next major noise source is U.S. 101 and it is a particularly important source in the 65+ dB CNEL zone. There are no residents currently within the 60+ dB CNEL contour from Santa Maria Public Airport.

TABLE N-1

1985 POPULATION IMPACTED BY TRANSPORTATION NOISE SOURCES[1]

Source	Less than 60 dB CNEL	60 to 65 db CNEL	65+ dB Total
Major Roadways	6,570	1,190	7,760
U.S. 101	3,180	1,260	4,440
Santa Maria Public Airport	—	—	—
Total	9,750	2,450	12,200

1 Based on existing land use map and 1980 U.S. census data.

Future Environment

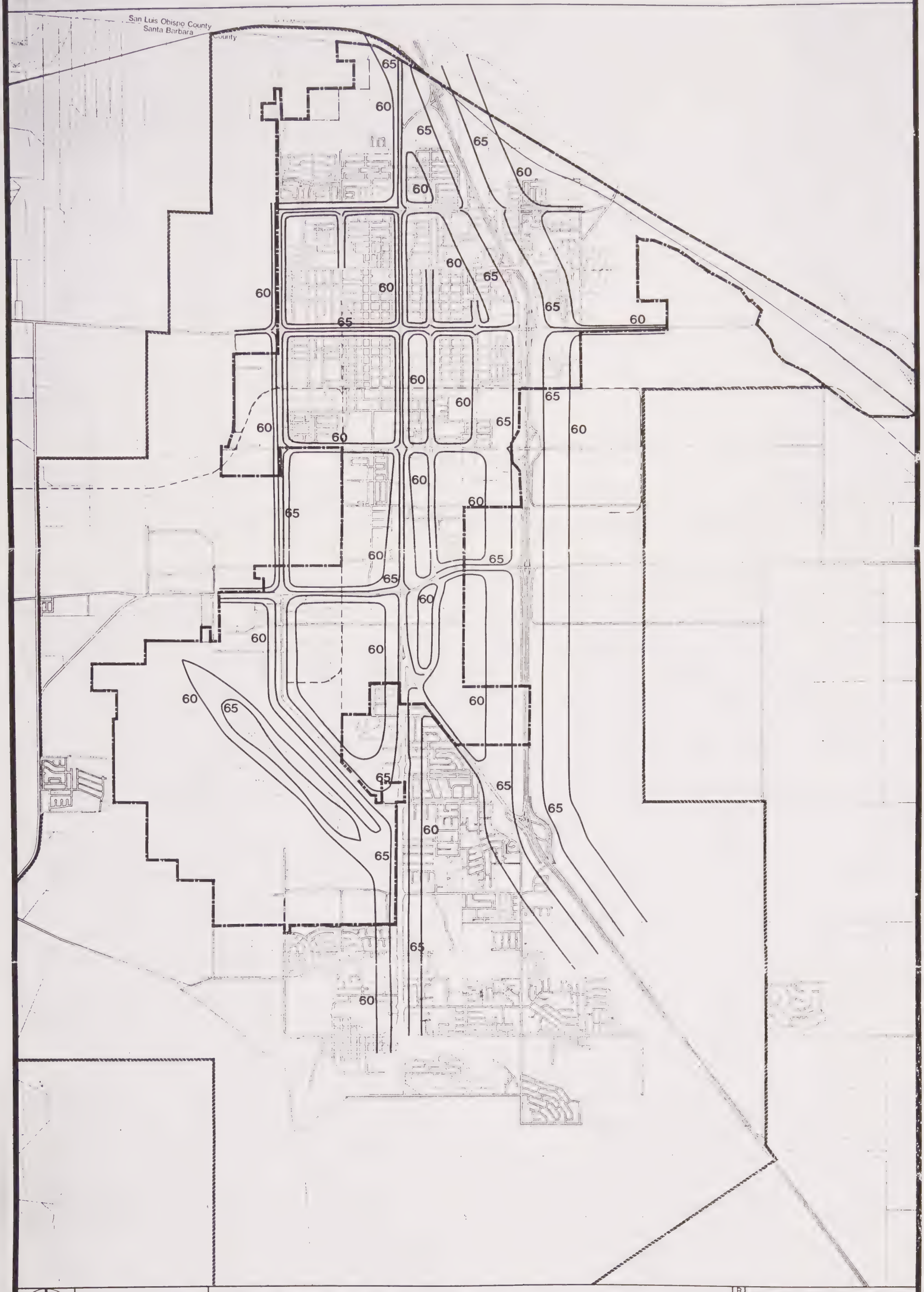
Future noise contours for the year 2005 are depicted in Figure N-2. The contours reflect projected increases in traffic volumes. The population impacted by all transportation noise sources is shown in Table N-2. The number of people within the dB CNEL contours increases by approximately 60 percent when compared to existing conditions. This is a result of both larger noise contours and increased urbanization within the city. More significant is the fact that impacts within the 65+ dB CNEL increase by over 200 percent. This serves to highlight the importance of comprehensive land use planning.

City of Santa Maria General Plan

Existing Noise Contours (1985)

Legend

- City Boundary
- Sphere Of Influence
- Planning Area



1000 2000 4000

Existing Noise Contours (1985)

REVISIONS

DATE	FILE NO	INITIALS	DATE	FILE NO	INITIALS

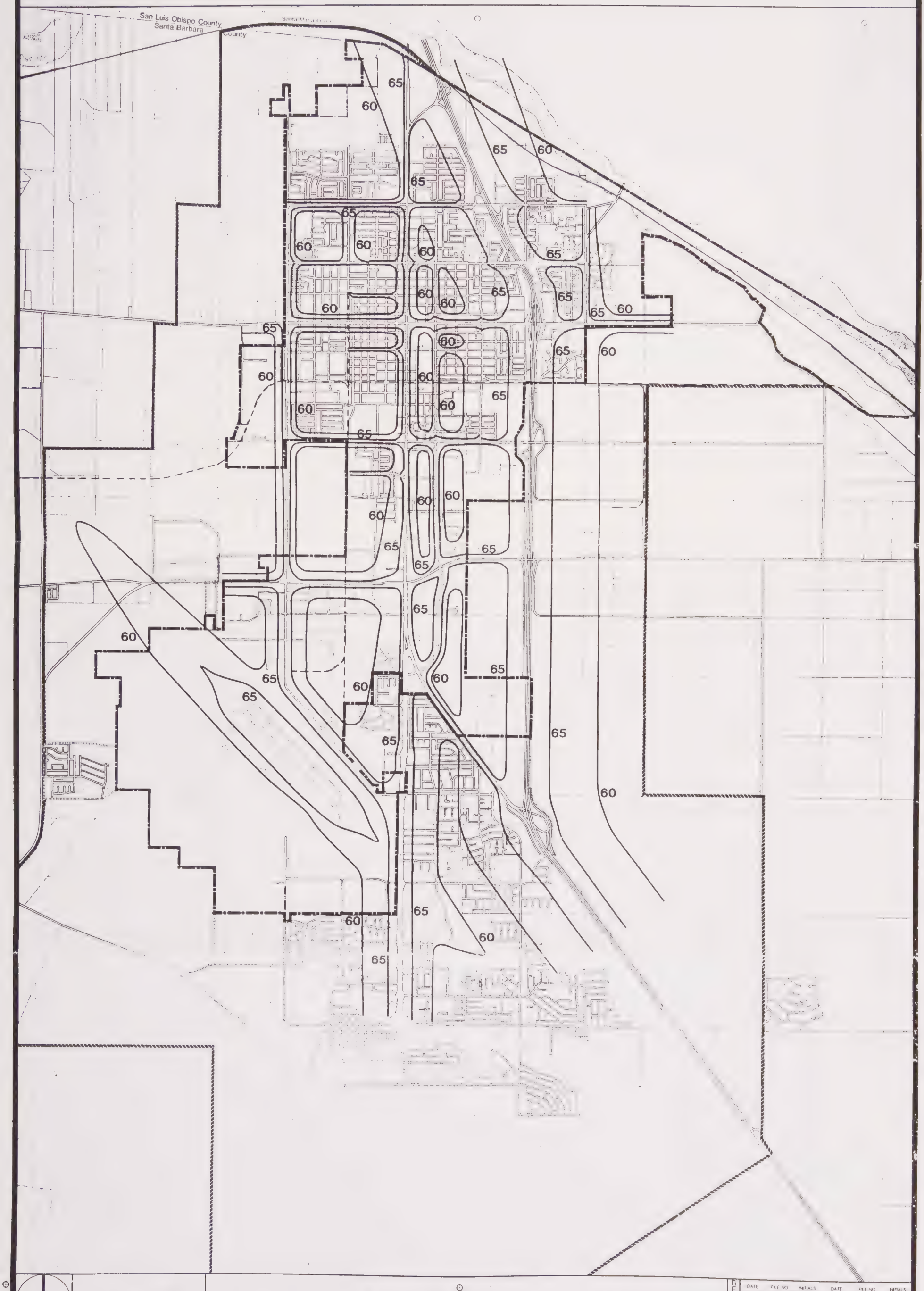
FIGURE N-1

City of Santa Maria
General Plan

Future Noise Contours (2000)

Legend

- City Boundary
- Sphere Of Influence
- Planning Area



1000 2000 4000

Future Noise Contours (2000)

REVISIONS

DATE	FILE NO	INITIALS	DATE	FILE NO	INITIALS

FIGURE N–2

TABLE N-2

2005 POPULATION IMPACTED BY TRANSPORTATION NOISE SOURCES[1]

Source	60 to 65 dB CNEL	65+ dB CNEL	Total
Major Roadways	6,960	3,080	10,040
U.S. 101	2,650	5,080	7,730
Santa Maria Public Airport	1,920	—	1,920
Total	11,530	8,160	19,690

1 Based on future land use.

By the year 2005, the Santa Maria Public Airport is projected to become a significant noise source within the city. With increases in aircraft operations, the airport noise contours will increase in size and 1,920 residents are projected to be within the 60 to 65 dB CNEL contour. All of these impacts are to currently existing residences located to the southeast of the airport. No residential dwellings are located within the 65 and greater dB CNEL contour.

Summary of Noise Impacts

A summary of noise impacts by source is provided in Table N-3.

TABLE N-3

NOISE IMPACTS BY SOURCE

Source	Impacts
U.S. 101	CNEL noise levels are substantial and exceed 60 dB along major portions of U.S. 101. Noise levels are as high as 80 dB(A) at adjacent residential areas.
Major Roadways	Noise-sensitive land uses along major roadways are impacted by traffic noise.
Santa Maria Public Airport	Airport activities do not currently generate significant noise impacts. However, peak noise levels at off-airport locations to the southeast exceed 80 dB(A). Projected increases in aircraft operations will generate a 60 dB CNEL noise contour that impacts existing residential land uses to the southeast.
Santa Maria Railroad	Rail line operations are not sufficient to create a 60 dB CNEL extending beyond the right-of-way. However, train noise levels exceed 70 dB(A) at residential locations along Jones Street and late night and early morning train pass-bys may annoy residents at other locations.
Construction	Construction noise can be annoying to adjacent noise-sensitive land uses. However, construction noise is typically limited two to three month durations during daytime hours.
Commercial/Industrial	In general, commercial/industrial operations and activities are not considered a city-wide noise problem. Isolated noise problems can occur where commercial/industrial uses are located near a noise-sensitive land use.

III. GOALS, POLICIES AND PROGRAMS

GOAL N.1

Protect and maintain those areas having acceptable noise environments, and provide for the reduction of noise where the noise environment is unacceptable.

POLICY N.1

It is the policy of the City of Santa Maria to establish and support a coordinated program to protect and improve the noise environment in the city.

OBJECTIVE N.1a

Protect and enhance the city's noise environment by simultaneously controlling noise at its source, along its transmission paths, and at the site of the ultimate receiver. First priority shall be given to residential areas to assure an environment free from excessive or damaging noise. Control of noise at its source shall be given priority over changes to residential structures or neighborhoods.

IMPLEMENTATION PROGRAMS

1. The city shall undertake an ongoing Noise Control Program coordinated by the Community Development Department based on the requirements of the Noise Ordinance adopted by the City Council. Participants in such a program include Public Works, Police Department, and the County Health Department's Noise Control Officer. This program will emphasize enforcement of noise regulations set forth in the ordinance, as well as those pre-empted by the state or federal government (but where local enforcement is permitted).

2. Coordinate with the California Department of Transportation to effectively attenuate freeway noise through the placement of barriers, berms, and landscaped open space for existing residences, and incorporating design to reduce future noise level increases.

3. Discourage the intrusion of commercial and industrial traffic onto local residential streets through the site planning review process for new construction.

4. Provide for continued evaluation of truck movements and routes in the city to provide for their effective separation from residential areas.

5. Encourage the enforcement of State Motor Vehicle noise standards for cars, trucks, and motorcycles through coordination with the California Highway Patrol and County Sheriff.

6. Monitor the growth of general aviation and commercial flights at Santa Maria Public Airport to ensure no significant noise impacts are generated.

7. Incorporate noise evaluation in the subdivision review process. Noise evaluations should include site design criteria, setbacks, roadway design, and the preservation of natural noise barriers.

8. Enforce the California Noise Insulation Standards (California Administrative Code, Title 25) for all new multi-family structures, including new condominiums, in areas containing 60 dB CNEL or more to ensure an interior noise environment at a maximum of 45 dB CNEL or below.

9. Control noise intrusion from stationary outdoor machinery, appliances, and air conditioners.

10. Provide for the continued evaluation and control of all variances and conditional use permits involving potential noise exposure to residential areas.

11. Limit the hours of construction activity in residential areas in order to reduce the intrusion of noise in the early morning and late evening hours, and on weekends and holidays.

12. Ensure adequate noise control measures at all construction sites through the provision of mufflers and the physical separation of machinery maintenance areas from adjacent residential uses.

13. Prohibit the operation of service and maintenance vehicles of a non-emergency nature in residential areas during early morning and late evening hours.

14. Ensure the placement of walls, the establishment of setbacks, and the utilization of green belts in areas occupied by commercial, industrial, and parking facilities when adjacent to residential neighborhoods.

GOAL N.2

Protect the health and welfare of the Santa Maria area through the identification and control of noise pollution.

POLICY N.2.a

It is the policy of the city to protect noise sensitive land uses from the impacts of noise generating activities through attenuation or buffering, to "isolate" noise generating activities from the intrusion of noise sensitive uses, and guard against the deterioration of the situation where conflict (between noise-generating and noise sensitive uses) presently exist.

OBJECTIVE N.2.a

In Residential Areas

1. Achieve essentially quiet exterior outdoor living area noise level (60 dB CNEL or less).
2. Achieve essentially noise-free interior habitable room noise level regardless of dwelling type or density (45 dB CNEL or less).
3. Limit noise transmitted from adjacent land uses (residential or other) to acceptable level for residential uses.
4. Encourage the development of residential units in areas away from present or projected noise sources.

OBJECTIVE N.2.b

In Commercial Areas

1. Achieve an exterior noise level which does not interfere with normal business activity (65 dB CNEL or less).
2. Limit noise transmitted from adjacent land uses (65 dB CNEL or less).

OBJECTIVE N.2.c

In Industrial Areas

1. Allow higher levels of noise exposure (70 dB CNEL or less).
2. Encourage compliance with state and federal health and safety regulations.
3. Protect activity areas to which the public has general access to levels acceptable in a commercial area (65 dB CNEL or less).

OBJECTIVE N.2.d

In Particularly Noise Sensitive Uses

1. Recognize that the city does not have control over major vehicle noise standard, due to state pre-emption. The city should encourage mitigation residential road commercial development along the major traffic routes in accordance with the permanent uses.
2. Discourage through truck traffic in residential and commercial zones except on designated truck routes or unless making deliveries within the area.
3. Discourage residential developments where traffic generated noise levels already exceed the residential zone noise levels unless that residential development contains means for mitigation of the noise.

POLICY N.2.b

Future development within the designated 60 dB CNEL or greater shall be evaluated on a project-by-project basis. When acoustical analysis is required, the report shall be prepared by a qualified acoustical engineer with experience in environmental noise assessment and noise control design.

1. Proposed residential developments in the Noise Impact Zone of the projected CNEL contour map are required to provide a land use plan showing that outdoor living areas have been reduced to a 60 dB CNEL or less. Acoustical analysis should indicate the use of a noise barrier, site design, grading and/or earth fills, etc., as required to meet this land use criteria. This analysis shall be provided by the applicant.

2. Proposed residential developments within the 60 dB CNEL or greater contour of the projected CNEL contour map are required to provide a plan and supporting acoustical analysis to show that interior habitable rooms will not exceed a CNEL of 45 dB. This analysis shall be provided by the applicant.

OBJECTIVE N.2.a

1. Non-residential uses which may be noise-sensitive be required to provide a plan and supporting acoustical analysis to achieve the residential standards (60 dB CNEL or less). This analysis shall be provided by the applicant.

2. That any proposed noise-sensitive uses which are deemed to be within the influence (within 1,000 feet) of existing noise generators — as designated in this element or by the Community Development Department, but not falling within the 60 dB CNEL impact zone — may be subject to an evaluation by the department prior to project approval. If an acoustical analysis is required, it shall be provided by the applicant.

3. That any proposed new development or intensification of existing activity which can reasonably be expected to generate noise above 60 dB CNEL shall be evaluated for compatibility with adjacent noise sensitive land uses by the Community Development Department prior to project approval. If an acoustical analysis is required, it shall be provided by the applicant.

IMPLEMENTATION PROGRAMS

1. The city shall undertake an ongoing noise control program coordinated by the Community Development Department based on the requirements of a Noise Ordinance that was adopted by the City Council (copies are available at the Community Development Department). Among the participants of such a program are the Public Works Department, Police Department, and the County Health Department's Noise Control Officer. Such a program will emphasize enforcement of noise regulations set forth in such an ordinance as well as those pre-empted by the state or federal government (but where local enforcement is permitted). Included would be noise from:

   a. Motor vehicles on city streets.
   b. Construction equipment.
   c. Industrial activities.
   d. Residential "nuisance" sources.

2. The City of Santa Maria shall actively engage in exploring possible attenuation or buffering measures for existing residential areas defined by the 65 dB CNEL impact zone. This exploration process shall be followed by a time-phased and cost-explicit schedule for the installation or construction of such mitigation measures. A determination of who will bear this expense will be determined at such time.

3. The city, through a joint effort of the Community Development Department and the Public Works Department, shall investigate the feasibility of establishing:

   a. Truck routes to channel traffic noise away from residential areas.

   b. A system of street improvements/alterations to discourage through truck traffic in residential areas.

4. The city shall undertake a public education program to make the community more aware of the effects of noise and to keep it informed of the measures being taken to combat noise. As the public becomes more aware of this problem, it can become a greater influence in achieving the ultimate solution by demanding quieter products, transportation elements, and industrial facilities.

LAND USE PLANNING

The City of Santa Maria can achieve a noise compatible environment through comprehensive land use planning. Proposed development should be evaluated in terms of the projected impact from future noise sources and the application of the city's policies, objectives, and implementation programs. The city's noise compatibility objectives by land use are summarized in Table N-4. Proposed residential and other noise-sensitive projects impacted by a 60 dB CNEL or greater would require additional acoustical analysis to achieve acceptable interior and exterior noise levels. Noise-sensitive land uses include residential (single and multi-family dwellings, mobile home parks, dormitories, and similar uses); transient lodging (including hotels, motels, and similar uses); hospitals, nursing homes, convalescent hospitals, and other facilities for long-term medical care; and public or private educational facilities, libraries, churches, and places of public assembly. Acoustical analyses shall be prepared by a qualified acoustical engineer with experience in environmental noise assessment and noise control design and reviewed by the Community Development Department, Environmental Review Officer.

TABLE N-4

SUMMARY OF NOISE COMPATIBILITY BY LAND USE

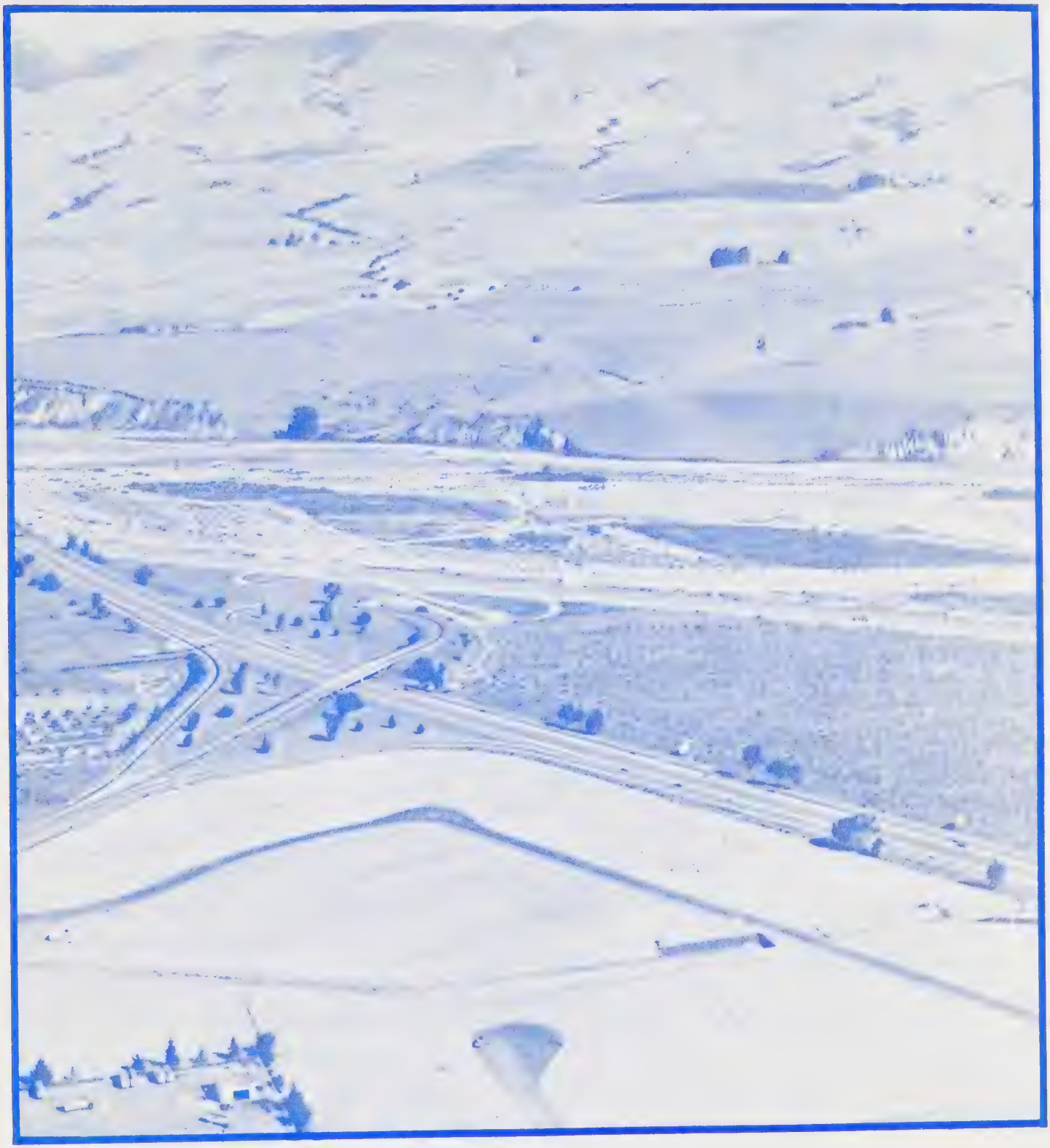
Land Use	Criteria
Residential:	
Exterior	Outdoor living areas must be mitigated to 60 dB CNEL or less.
Interior	Habitable rooms must be mitigated to 45 dB CNEL or less.
Noise Sensitive Use:	
Exterior	Same as residential criteria.
Interior	Same as residential criteria.
Commercial:	
Exterior	A noise level of 65 dB CNEL or less or which does not interfere with normal business activity.
Industrial:	
Exterior	A noise level of 70 dB CNEL or less or which does not interfere with normal business activity.
	Public access areas should be 65 dB CNEL or less.

In dealing with the various existing and potential noise problems, the mitigation measures described in Table N-5 should be considered. The Technical Appendix contains a more extensive discussion of mitigation measures.

TABLE N-5

SUMMARY OF MITIGATION MEASURES BY NOISE SOURCE

Noise Source	Mitigation
U.S. 101 and Major Roadways	Site design, noise barriers, and noise insulation should all be considered as possible noise mitigating measures.
Santa Maria Public Airport Operations	Continue and strengthen noise abatement procedures established by the airport district. If significant growth of airport operations occurs, noise-sensitive uses southeast of the airport should be acquired or redeveloped.
Santa Maria Railroad Line	Redevelopment and/or noise barriers should be considered for residential spaces within 100 feet of the right-of-way.
Construction Activity	Heavy construction should be limited to the weekday hours (7 a.m. to 6 p.m.) with minimal activity on weekends. Noise of construction equipment should be considered in the procurement of equipment by city departments.
Commercial/Industrial	The adoption of effective implementation of a noise ordinance will insure that fixed sources of noise will remain at acceptable levels.
All Sources	Land use compatibility analysis for any proposed noise-sensitive development located within a 60 dB CNEL from any noise source.



Safety Element

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PREFACE

The revised Safety Element, combining the Seismic Safety and Safety discussions, goals, policies and programs was adopted by the City Council on April 21, 1987.

I. INTRODUCTION

Public health and safety management involves restrictions on the types of land use which are appropriate where hazardous conditions exist. The assumption is that certain types of land uses, usually residential, in close proximity to potentially hazardous conditions constitute a threat to the public health and safety unless adequate preventative measures are implemented.

Government Code Section 655604 defines one category of "open space land" as:

> "Open space for public health and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection and enhancement of air quality." (State of California General Plan Guidelines, 1980, p. 116).

In addition to the factors cited above, the Seismic Safety and Safety Element addresses the issues of urban structural fires, hazardous materials and defensible space as called for in the State Guidelines for the Safety Element.

Of central importance in the management of resources for public health and safety is the determination of risk, or the probability that a particular hazard may occur. Hazards such as earthquakes, flooding or wildland fires do not occur with any regularity. Policy questions, therefore, revolve around the tradeoffs between public health and safety on the one hand, and the foregone economic benefit resulting from restricted use of a potentially hazardous resource.

A well-conceived and adequate Emergency Preparedness Plan is a necessary requirement in a community with significant potential for seismic disasters. Although such a plan is separate from the General Plan, certain relationships between the two plans should exist. The Technical Appendix of the Seismic Safety

and Safety Element identifies the responsibilities borne by different City Departments in preparing for emergencies and providing emergency services. The Seismic Safety and Safety Element and Land Use Element establishes policies that consider the presence of these hazards in planning for the location, types, and density of development.

II. FINDINGS

GEOLOGY

The City of Santa Maria is located in a seismically active area, in close proximity to four of the more active and potentially active earthquake faults in Central California (see Table S.S.-1).

TABLE S.S.-1

SOURCES OF POTENTIAL SEISMIC ACTIVITY[1]

Fault	Proximity to City of Santa Maria	Status
Bradley Canyon Fault	5 miles east	Potentially Active
Santa Maria Fault	In City boundaries	Inactive
San Andreas Fault	40 miles northeast	Active
Nacimiento-Rinconada Fault	18 miles northeast	Active

The San Andreas Fault is the most likely source of strong earthquake shaking (magnitude 8.0 - 8.5) in the City of Santa Maria.

The Santa Maria area can be subdivided into three distinct seismic zones, which are shown in Figure S.S.-1 and listed below:

Zone A - All areas underlain by Recent-age alluvium.
Zone B - All areas underlain by Pleistocene-age non-marine terrace deposits.
Zone C - All areas underlain by Tertiary-age marine sediments.

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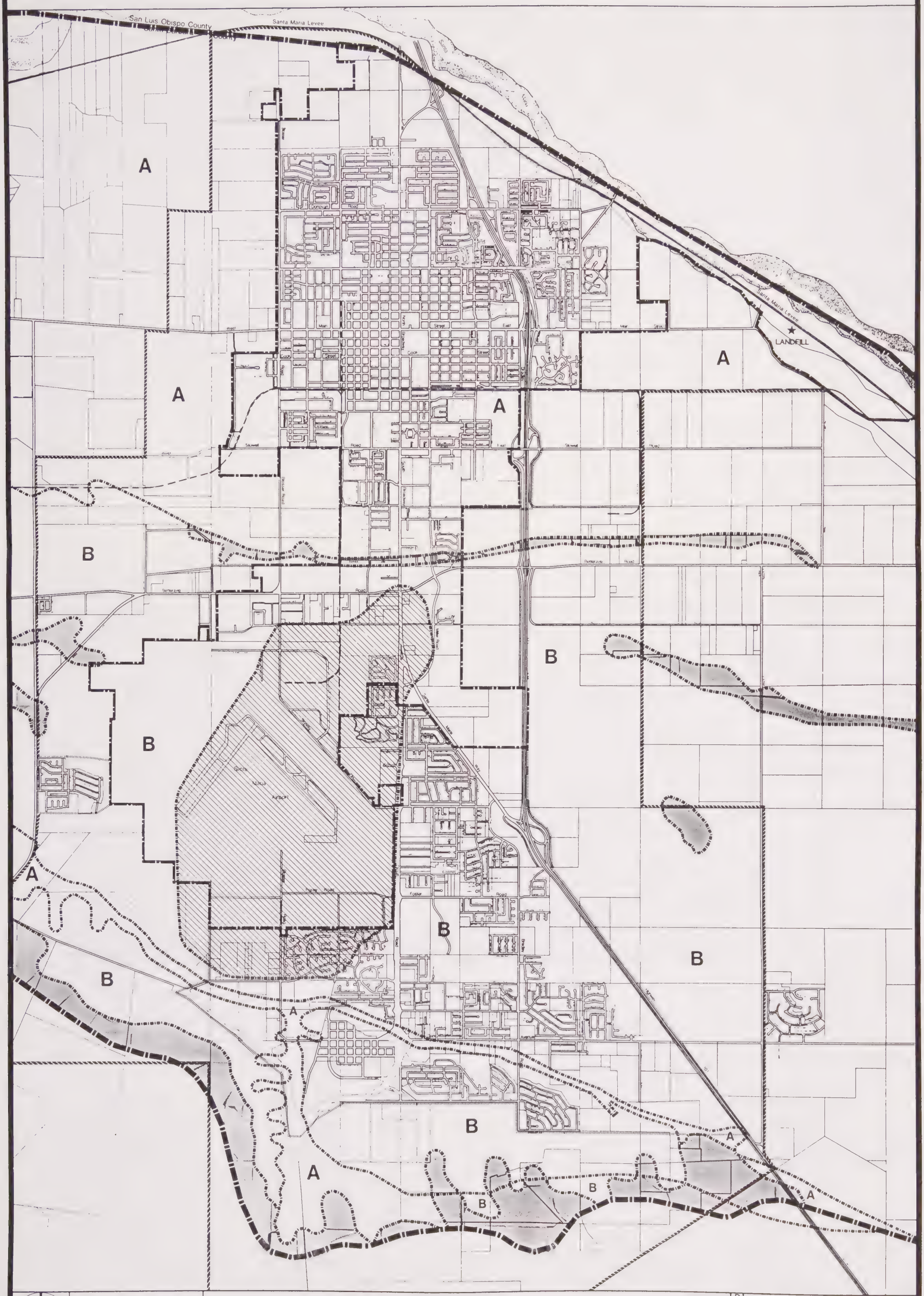
1 Source: Envicom, 1974. Livingston and Blayney, 1974.

City of Santa Maria General Plan

Seismic Zones Map

Legend

- City Boundary
- Sphere Of Influence
- Planning Area
- A/B Boundary between Ground-Shaking Zones
- Area of Steep Slopes Susceptible to Local Failure
- Approximate Area of Shallow Perched Ground Water



Seismic Zones Map

REVISIONS

DATE	FILE NO.	INITIALS	DATE	FILE NO.	INITIALS

FIGURE SS–1

Zone A underlying is considered the "most hazardous" and Zone C, the least. There are a number of geologic risks associated with earthquake action which impact land use and urbanization in the region. These include: ground shaking, fault rupture, ground lurching, liquefaction, slope failure, seiches, and inundation from dam failure.

TOPOGRAPHY

Santa Maria is located on a plain where slopes are generally very shallow (less than 10 percent). However, in the Casmalia and Solomon Hills, located south and west of Orcutt, slopes of 25 percent occur which become increasingly steeper in certain areas, to approximately 40 percent.

WILDLAND FIRES

The Santa Maria area is exposed to certain fire risks (please see Figure S.S.-2) in its undeveloped portions; however, these risks are localized, and are relatively minor when viewed from a regional perspective. They are described below in descending order of priority:

1. Brush fire hazards associated with the coastal sage scrub and grass-covered slopes of the Casmalia and Solomon Hills, to the south of the City. In this area, the factors of vegetation, slope and human proximity interact to create the most significant relative level of risk (Zone 1).

2. The oak savannah hillsides to the east of U.S. 101, and north of Clark Avenue could ignite and create a localized hazard.

3. A third type of fire risk is generated by the development of the Santa Maria Valley Oil Field (Zone 3). The presence of flammable liquids and spark-producing machinery create the possibility of fire initially fueled by residual petroleum that could spread to grasses and weeds growing near the wells and pipelines. Although the likelihood of such fires is small because of safety precautions in the field, they have been known to occur (e.g., the 1970 Clampett fire, in Los Angeles County).

The remaining areas of Santa Maria, the urban areas (Zone 4), are generally protected from most aspects of grassland and brush fire. However, accumulating weeds along roadsides and in vacant lots make even urban locations potentially hazardous from a non-structural fire standpoint.

FLOODING

The 100-year flood plain for the City of Santa Maria and vicinity (please refer to Figures S.S.-2 and S.S.-3) is based on available data from the United States Geological Survey and the Department of Housing and Urban Development (HUD). The city is a participant in the Federal Emergency Management Agency (FEMA) flood insurance program. The levee, constructed by the U.S. Army Corps of Engineers, along the Santa Maria River was designed to accommodate a 100-year flood, but additional flooding can be expected along the east side of Highway 101. Additional local flooding can be expected along West Main Street and in the vicinity of the gravel pits north of the City.

EMERGENCY PLAN

If a disaster were to occur related to earthquakes, landslides and other geologic disasters or a flood, fire, war or similar emergency situation, the policies outlined in the Santa Maria Emergency Plan (adopted July, 1983) may become activated. The results of the disaster must first warrant a designation by the City Council or State of California as a "State of War Emergency", "State of Emergency" or "Local Emergency" for the Emergency Plan to come into effect.

The Emergency Organization, who become the authority of the Emergency Plan policies under any of the emergency designations, is composed of the City Council, Emergency Services Director, Assistant Emergency Services Director, Disaster Council, Legal Advisor, Emergency Services, staff sections, support services and auxiliary organizations, and those persons and committees identified on the Emergency Organization Charts (refer to the Emergency Plan for complete details).

Policies identified under the plan relate to emergency preparedness, responsible agents and their duties during an emergency response, locations for shelter, procedures for communication and emergency broadcasting, medical, food and transportation needs, fire and radiological defense, economic stabilization, police and coroner activities, vital record keeping, resource management and intelligence.

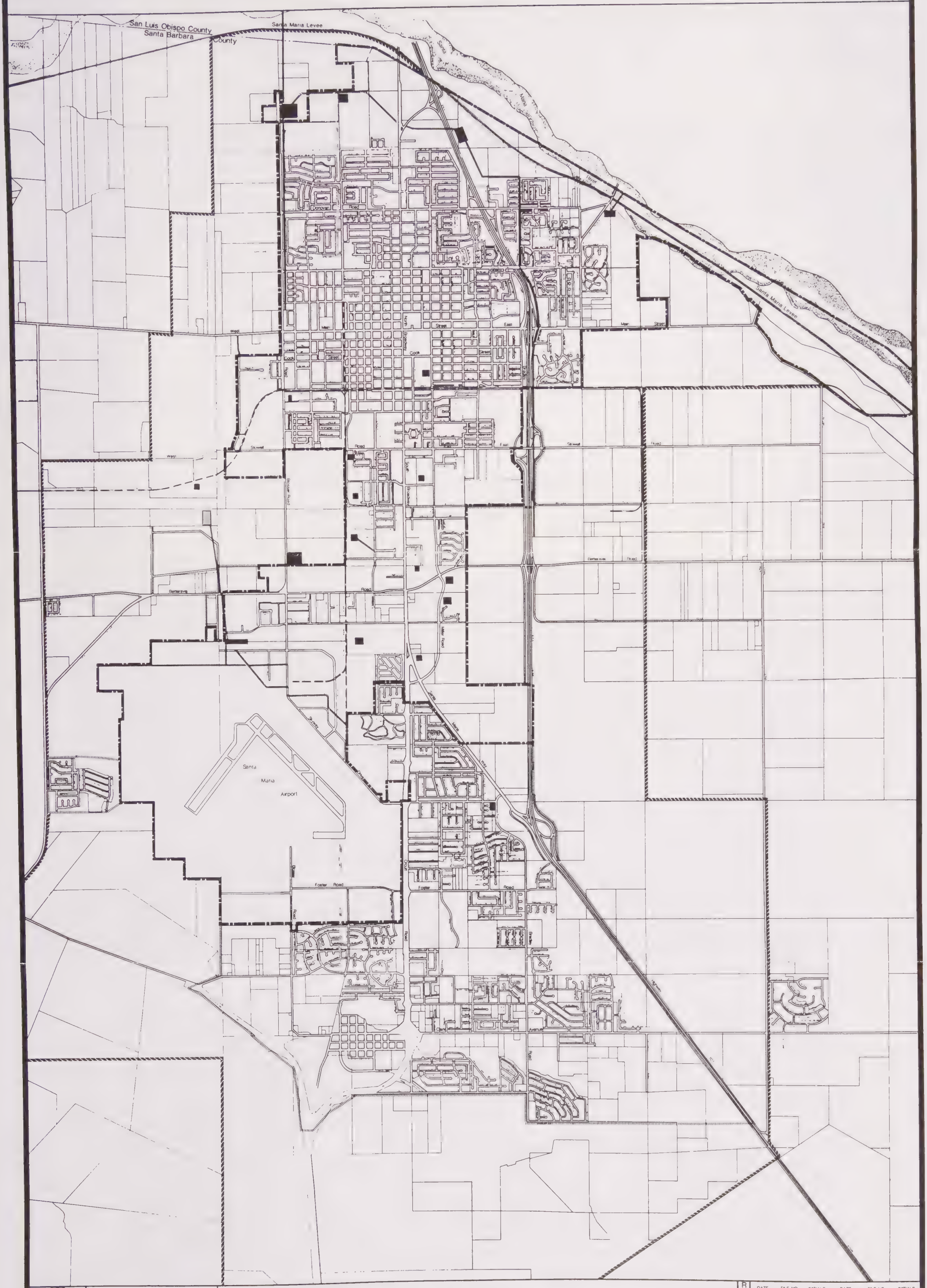
The Santa Maria Emergency Plan is in conformance with the California Emergency Plan, California Emergency Resources Management Plan and the Santa Barbara

City of Santa Maria General Plan

Stormwater Drainage System

Legend

- City Boundary
- Sphere Of Influence
- Planning Area
- Existing Channels
- Existing Retardation Basins
- Existing Recharge Basin



1000 2000 4000

Stormwater Drainage System

REVISIONS	DATE	FILE NO.	INITIALS	DATE	FILE NO.	INITIALS

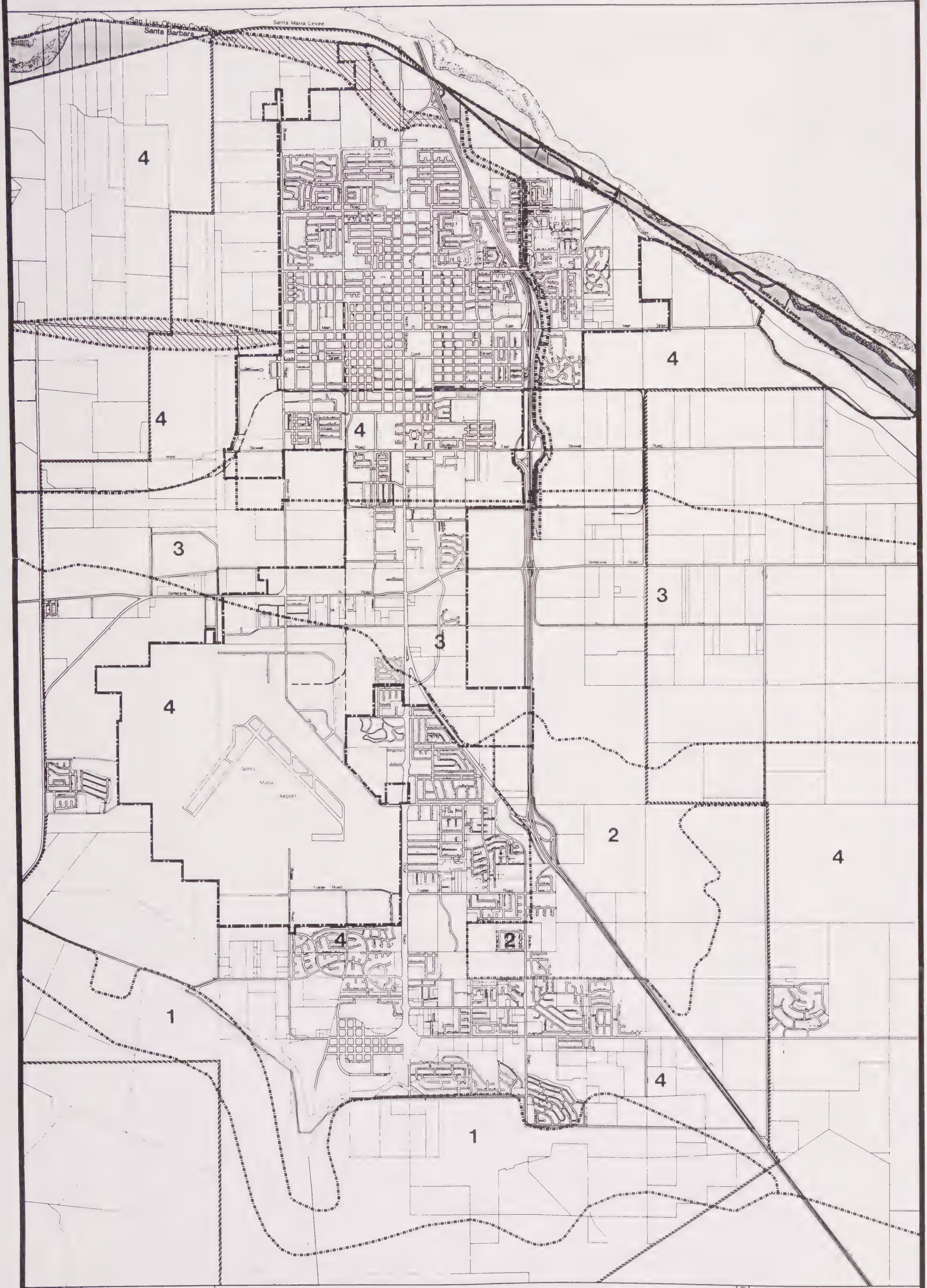
FIGURE SS–3

City of Santa Maria General Plan

Wildland Fire & Flood Map

Legend

- City Boundary
- Sphere Of Influence
- Planning Area
- Wildland Fire Risk Boundary
- 100-Year Floodplain
- Areas of Localized Flooding (100 Year Flood)



Wildland Fire and Flood Map

REVISIONS	DATE	FILE NO	INITIALS	DATE	FILE NO	INITIALS

FIGURE SS-2

County Emergency Plan. The Santa Maria Emergency Plan is an "extension" of the State and County plans and would be followed in the event of a state or local emergency designation.

III. GOALS, POLICIES AND PROGRAMS

GOAL SS.1

Provide a living environment free from potential hazards associated with geologic or seismic activity.

POLICY SS.1.1

It is the policy of the City of Santa Maria to prohibit construction of intense urbanized uses in areas of geologic or seismic hazard.

OBJECTIVE SS.1a

Minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from geologic and seismic activity by incorporating seismic considerations in the planning/development process.

IMPLEMENTATION PROGRAMS

1. Place potentially hazardous areas in low-density or open-space zoning categories (i.e., agricultural zoning and recreational zoning).

2. Abatement of structural hazards (e.g., parapet ordinance and hazardous building ordinance requiring repair, rehabilitation, or demolition of hazardous structures following structural evaluation) in the Westside Redevelopment Project, under the auspices of the Redevelopment Agency.

3. Adopt the Uniform Building Code provisions regarding lateral forces (Chapter 23) and grading (Chapter 70). The City should incorporate the following seismic safety considerations into its Building Code:

   - Require a geologic study for all development occurring near active faults or in areas with high potential for ground lurching, liquefaction, slope failure or seiches;

   - Incorporate design standards to insure the structural integrity of buildings in the event of seismic activity; and

   - Establish a seismic hazards review procedure.

4. Review subddivision and other development permit applications to ensure safety from seismic and geologic hazards, including liquefaction areas and groundshaking zones.

5. Review City, County and special district capital improvement plans for consistency with the seismic safety policies governing the location of critical public facilities.

6. Inspect critical public facilities for structural integrity, and require correction as necessary (e.g. those owned by and/or operated by the City, Caltrans, Santa Maria Valley Railroad Company, Pacific Gas and Electric Company, Southern California Gas Company and Twitchell Dam).

7. Expand the City's technical review capabilities (i.e., hire or contract with a registered engineering geologist to review geologic reports, initial studies, and Environmental Impact Reports).

8. Establish a schedule by which the City of Santa Maria shall periodically review and upgrade if necessary its comprehensive enforcement of safety standards for which it has primary implementation responsibility. These safety standards are dispersed among the following state or federal codes:

   a. Uniform Building Code
   b. Uniform Housing Code
   c. Uniform Plumbing Code
   d. National Electric Code
   e. Hazardous Building Code
   f. Uniform Fire Code
   g. State Health and Safety Code

POLICY SS.1.2

It is the policy of the City of Santa Maria to be prepared to respond to natural or other disasters should such events occur.

OBJECTIVE SS.1.2a

Maintain a current Emergency Preparedness and Evacuation Plan that includes provisions for seismic, flooding, fire, war, epidemic and other disasters.

IMPLEMENTATION PROGRAMS

1. Update and revise the Emergency Preparedness and Evacuation Plan every five years or whenever substantially new scientific information becomes available.

2. Conduct a public information program on preventing hazards and responding to a disaster.

POLICY SS.1.3

It is the policy of the City of Santa Maria to ensure that structures built on soils with limited ability to support them are designed in such a manner to compensate for support limitations.

OBJECTIVE SS.1.3a

To maintain, revise (whenever necessary), and enforce existing standards and criteria to reduce or avoid all levels of seismic or other geologic risk, whether it be unacceptable, tolerated, or avoidable risk.

IMPLEMENTATION PROGRAMS

1. Structures should be inspected for conformance with the City's Building Code section on earthquake regulations. Inspections should be conducted according to priorities based on two criteria: (a) the facility type; and (b) the age of the building with respect to improvements in seismic design requirements in building laws.

2. Within each inspection priority group, publicly-owned structures be inspected before private structures.

3. Specific inspection criteria should be established by qualified structural engineers. Buildings which could be classified as having a high damageability rating should be inspected first. A high priority should be placed on evaluating the seismic vulnerability of facilities that handle explosive, flammable, or toxic materials.

4. Structures identified as not conforming to amended earthquake standards should be brought into conformance with acceptable levels of risk by programs including, but not limited to, structural rehabilitation, occupancy reduction, and demolition and reconstruction.

5. A review committee should be established by the City to consider the desirability of initiating condemnation procedures against structures found to be unsafe.

6. The City should advocate the expansion of State and Federal relocation assistance funds and programs to aid personal businesses displaced from hazardous buildings.

7. For New Construction:

   a. Using the geological and acceptable risk data, the City's buildings should be reviewed by a qualified structural engineer to determine new earthquake regulations. Evaluation of the lateral force

requirements of the 1976 Uniform Building Code should be included as the central part of revisions of the City's earthquake regulations.

b. All new construction permitted in the City should be built according to the revised earthquake regulations of the uniformed Building Code (1976 edition).

8. Any development in the areas of slopes should be required to conduct detailed slope stability investigations at the site-specific level.

9. Critical facilities should not be permitted to locate in areas of potential liquefaction, except for those public and private facilities which have been designed in accordance with the liquefaction, settling and ground shaking data provided in report.

10. Critical facilities should be discouraged from locating within the 100-year flood plain and areas of potential dam inundation in the absence of mitigating engineering design. Non-critical facilities should be allowed to locate in potential flood areas only if the facilities are evaluated or flood-proofed to the level of the 100-year flood.

11. Wood frame and other combustible structures, and untreated shake roofs, should be prohibited in the area of highest fire hazard.

12. Require site-by-site soils and geologic engineering studies for proposed development projects in the few areas with slope gradients steeper than 20% to assess natural and graded slope stability. Slope stability calculations should incorporate ground shaking parameters presented in this report.

13. Continue strong-motion instrumentation program for buildings over four stories in height, if such buildings are anticipated.

14. Encourage the early completion of dam inundation studies for Twitchell Dam. The structure should also be investigated for its ability to withstand the earthquakes which can be expected in the study area.

15. The ability of existing water storage facilities to withstand the expected seismic event on the San Andreas Fault should be evaluated by qualified structural engineers.

16. Develop an information release program to familiarize the citizens of the region with the Seismic Safety and Safety Elements. Special attention should be afforded to those groups particularly susceptible to seismic, fire, and flooding hazards including, but not limited to, school districts, agencies involved with the aged, and agencies involved with handicapped persons. These agencies should be encouraged to develop educational programs of their own relative to hazard awareness. The conclusions and recommendations of these elements should also be provided to land developers and those involved in the real estate profession.

17. The City's Emergency Plan should be updated periodically. Emergency simulations such as Operation Shakey (May, 1975) should be continued and expanded.

18. A commitment to better disaster preparedness should be made. Specifically, the City should initiate a program of strengthening the communication and understanding between the vital agencies - public and private - necessary to activate at times of emergency.

19. Upon adoption of the Seismic Safety and Safety Elements, a review committee should be established to oversee the implementation of the elements and to advise the City Council of implementation of the elements and to advise the City Council of implementation progress.

20. The Seismic Safety and Safety Elements should be reviewed by the Community Development Department annually and should be comprehensively revised every five years or whenever substantially new scientific evidence becomes available.

21. The City of Santa Maria shall periodically review and upgrade, if necessary, its comprehensive enforcement of safety standards for which it has primary implementation responsibility.

GOAL SS.2

Provide a living environment free from potential hazards associated with extensive wildland and structural fires.

POLICY SS.2

It is the policy of the City of Santa Maria to restrict construction of structures in areas susceptible to wildland fires, while assuring the availability of adequate fire protection in existing and newly urbanized portions of the planning area.

OBJECTIVE SS.2a

Reduce the loss of life, damage to property, and the economic and social dislocations resulting from wildland and structural fires.

IMPLEMENTATION PROGRAMS

1. The Santa Maria Fire Department should establish and maintain an inspection program to identify fire hazards within their jurisdiction.

2. Establish fire zones with appropriate development standards such as fire resistant construction on roofs and the underside of eaves and balconies.

3. Maintain roadsides clear of brush and weeds in areas subject to fire.

4. Place areas subject to wildland fires in open-space zoning (i.e., large-lot zoning and hillside development). Adopt a fire-hazard zoning classification which requires use permits on all development in such areas and establishes standards for spacing between buildings, access, fuel breaks, greenbelt buffers, and water for fire fighting.

5. Adopt the Uniform Fire Code provisions regulating potentially hazardous activities involving fires, oil wells and oil pipelines, and storage of explosive materials.

6. Establish strict inspection standards for muffler and spark arrester controls in off-road vehicles.

7. The City should prepare a Fire Prevention Program to reduce the extent of damage resulting from fire. Such a program would include reduction of fuel loading in wildland areas, inspection and abatement of hazardous conditions in and around structures, providing a bi-annual inspection of commercial and/or public buildings (1979 Fire Code).

8. Periodically review the adequacy of mutual aid agreements for fire protection.

9. Include in the City's Capital Improvement Program improvements to the road and street system in areas subject to fire, in order to improve access for emergency vehicles.

10. Public awareness shall be raised by presenting programs to school groups and interested community groups, and by broadcasting public service announcements on radio and TV.

11. The City shall adopt the Uniform Building Code (1982 edition) and appendix, as suggested by the most recent Insurance Service Office (ISO) rating.

GOAL SS.3

Provide a living environment free from potential hazards associated with inadequate drainage or flooding.

POLICY SS.3

It is the policy of the City of Santa Maria to prohibit construction of intense urbanized uses in areas of potential hydrologic hazards.

OBJECTIVE SS.3a

Minimize loss of life, damage to property, and social and economic dislocations resulting from flood or dam failure hazards.

IMPLEMENTATION PROGRAMS

1. The City should encourage the early completion of dam inundation studies for Twitchell Dam.* The structure should also be investigated for its ability to withstand the earthquakes which can be expected in the planning area.

2. The ability of existing water storage facilities to withstand the expected seismic event on the San Andreas fault should be evaluated by qualified structural engineers.

3. Critical facilities should be discouraged from locating within the 100-year flood plain and areas of potential dam inundation in the absence of mitigating engineering design. Non-critical facilities should be allowed to locate in potential flood plain areas only if the facilities are elevated or flood-proofed to the level of the 100-year flood.

4. Upon adoption of the Seismic Safety and Safety Elements, a review committee should be established to oversee the implementation of the Elements and to advise the City Council of implementation progress.

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* Twitchell Dam, constructed by the Bureau of Reclamation in 1958, is primarily for groundwater recharge and flood control. It is an earthfill dam, 216 feet high, with a storage capacity of over 240,000 acre-feet. The probability of total dam failure is remote, in light of the fact that the dam impounds water only periodically and is not a reservoir.

Each of the geologic risks places constraints on land use by: (1) restricting the location of buildings; (2) requiring structural modifications to existing/planned buildings; and (3) increasing the construction cost of housing and other uses resulting from these modifications.

GOAL SS.4

Improve inter-jurisdictional cooperation and communication especially in regard to safety aspects related to dams, reservoirs, state highway and freeway structures, oil wells, regional fault studies, legislative matters, and disaster response or emergency plans.

POLICY SS.4

It shall be a policy of Santa Maria to coordinate regionally significant capital improvement projects and programs with adjacent cities, the County of Santa Barbara, and the state by informing and reviewing projects/programs and safety features with appropriate local, regional, and state agencies.

OBJECTIVE SS.4a

Provide for capital improvement projects/programs that are regionally interrelated to enable appropriate agencies to maximize safety and seismic safety awareness and prepardeness.

IMPLEMENTATION PROGRAMS

1. Caltrans should be requested to review its facilities and roadways within the study area to determine the potential impact of expected earthquakes and floods, and should forward comments to the City. The Circulation Element of the General Plan and potential evacuation routes should be revised, if necessary, based on that analysis.

2. Santa Maria Valley Railroad Company should review its lines and yards within the study area to determine the potential impact of the expected earthquakes, and should forward comments to the City.

3. The Pacific Gas and Electric Company and Southern California Gas Company should continue to review their facilities and distribution/ transmission networks and centers to determine fire hazards and potential impact of expected earthquakes. These reviews should insure adequate service and secure safety to the public pursuant to the standards of construction, operation, and maintenance mandated by the California Public Utilities Commission.

4. Twitchell Dam should be inspected by qualified structural engineers to determine its ability to withstand the ground shaking criteria presented in this report.

5. The Santa Maria Fire Department should establish and maintain an inspection program to identify fire hazards within its jurisdiction. Rigid inspection standards for off-road vehicles (muffler and spark arrester controls) should also be established, and the use of off-road vehicles during periods of high fire danger should be controlled.

GOAL SS.5

Provide a program to ensure the City's ability to respond to natural and man-made emergencies, including earthquakes, landslides, fires, floods, epidemics, toxic pollution, hazardous substance spills or accidents, war, nuclear attack, accidents or similar disasters.

POLICY SS.5a

The City's Emergency Plan is to identify standard operating procedures and contigency plans for the authority, responsibility, function and operation of City government during emergencies.

OBJECTIVE SS.5a

The City's Emergency Plan will become operative automatically when: (a) a State of War Emergency is in effect under the California Emergency Services Act; (b) a State of Emergency is proclaimed by the Governor of California; or (c) a Local Emergency is declared by the City Council or City Administrator/Director of Emergency Services of Santa Maria. The City's Emergency Organization will plan, prepare for and conduct operations in order to: (a) save lives and protect property; (b) repair and restore essential systems and services; (c) provide a basis for direction and control of emergency operations; (d) provide for the protection, use and distribution of remaining resources; (e) provide for continuity of goverment; and (f) coordinate operations with the emergency service organizations of other jurisdictions.[1]

IMPLEMENTATION PROGRAMS[2]

To implement the Emergency Plan, the following section, or service chief, is responsible for the corresponding tasks:

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1 City of Santa Maria. Emergency Plan. Santa Maria, California. July 1983.
2 Ibid.

	Service Annex	Service Chief
1.	Adminstration/Direction & Control - Intelligence - Public Information - Resources Management	City Administrator Deputy City Administrator
2.	City Clerk/Vital Records	City Clerk
3.	Community Development/ Building Safety	Community Development Director
4.	Coroner	County Coroner and Police Chief
5.	Finance/Purchasing	City Purchasing Agent
6.	Fire & Radiological Defense	Fire Chief
7.	Health Santa Barbara County Health Department	
8.	Medical	Local Hospital Representatives
9.	Police & Communications	Police Chief
10.	Public Works - Engineering - Shelter - Transportation - Utilities	Public Works Director
11.	Recreation & Parks/ Emergency Welfare	Recreation & Parks Director
12.	Schools	Local School Superintendents[1]

POLICY SS.5b

The City's Emergency Plan will ensure: (a) continuity of government; (b) basic actions for increased readiness; (c) interim warning systems; (d) an emergency communication system; (e) an emergency broadcast system; (f) emergency operating center; (g) a fallout shelter system; (h) emergency resources management; (i) war emergency operational concepts; and (j) a vital records plan.

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1 City of Santa Maria. Emergency Plan. Santa Maria, California. July, 1983.

OBJECTIVE SS.5b

The City will identify:

1. Lines of succession and alternate officials;
2. Temporary seats of government;
3. Preservation of records;
4. Procedures for readiness condtions four, three, two and one[2]
5. Emergency early warning alert systems;
6. The mechanism and responsible agents to receive and transmit emergency communications and message priorities;
7. Emergency broadcast frequencies and areas;
8. Emergency operations centers and operational procedures;
9. Fallout shelter systems;
10. Actions and responsibilities for emergency resource management;
11. Concepts for the warning conditions, readiness and operations for emergency response during war; and
12. The means for vital record keeping.

IMPLEMENTATION PROGRAMS

1. Emergency Organization members are responsible for the following tasks:[1]

CITY COUNCIL

The City Council establishes basic policies which govern the emergency organization. It may: (a) proclaim a LOCAL EMERGENCY; and (b) the City Council may request the Governor to proclaim a STATE OF EMERGENCY in accordance with the provisions of the California Emergency Services Act.

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2 Note: See The Santa Maria Emergency Plan for definitions.
1 Note: Tasks are derived from the Santa Maria Emergency Plan.

EMERGENCY SERVICES DIRECTOR

The Director serves as Chief of Staff for the City Council. He may request the City Council to proclaim the existence or threatened existence of a LOCAL EMERGENCY if the Council is in session, or issue such a proclamation if the Council is not in session, subject to its ratification within seven days.

ASSISTANT EMERGENCY SERVICES DIRECTOR

The Assistant Director acts as the Emergency Services Director in the Director's absence or inability to perform.

DISASTER COUNCIL

The Council is a standing committee established by ordinance which makes emergency preparedness recommendations for adoption by the City Council.

LEGAL ADVISOR

The City Attorney serves as legal advisor to the Council, the Director, and the Emergency Organization.

RESOURCES MANAGEMENT COORDINATOR

The Deputy City Administrator will, during an emergency: (a) coordinate support service activities; (b) recommend resource priority allocation; (c) maintain liaison with the state resource management agency; and (d) ensure that provisions of the State Emergency Resources Management Plan are implemented within the city.

EMERGENCY SERVICES

The various city emergency services (underlined) are responsible for performing the basic tasks noted below. Each service is under the direction of a Service Chief (also underlined).

A director group may require a division to perform auxiliary tasks within its capabilities in support of other services when required.

1. The Community Development Director is Service Chief to Building Safety Services which will: (a) inspect and determine the safety and useability of damaged buildings; (b) evacuate, post and condemn unsafe structures; (c) assist in overall damage surveys and heavy rescue operations; (d) in a war emergency, verify existing public fallout shelter capabilities, recommend other suitable structures, and supervise emergency preparation of public shelters as time permits.

2. County Coroner and Police Chief are Service Chief to Coroner Services who register deaths and coordinate death lists and announcements.

3. Engineering Services with the Public Works Director as Service Chief shall: (a) assess damage and accomplish temporary repair or construction of essential public or emergency facilities, roads and bridges; (b) assist with inspections of damaged buildings, demolish hazardous structures, and coordinate emergency clearance of obstacles and debris; (c) assist in heavy rescue operations and support other emergency services; (d) in a State of War Emergency, improve existing shelter, construct improvised shelters and perform RADEF tasks.

4. Fire Services, where the Fire Chief acts as Service Chief will: (a) suppress fires and develop a fire defense; (b) conduct heavy rescue; (c) provide area contamination control; (d) provide radiological monitoring; (e) assist in first aid; (f) coordinate fire mutual aid; (g) support coroner operations; (h) provide public education in the field of fire prevention, first aid, and personal survival.

5. Santa Barbara County Health Department is Service Chief of Health Services, responsible for: (a) safeguarding public health and controling disease; (b) providing and coordinating sanitation measures; (c) detecting harmful chemical and biological agents and prescribing protective measures; (d) in a State of War Emergency, performing Radioactive Defense Emergency Service (RADEF) tasks.

6. Police, with the Police Chief as Service Chief shall: (a) maintain law and order; (b) control vehicular and pedestrian traffic; (c) warn the public; (d) provide security for facilities and resources; (e) maintain search and rescue operations; (f) execute directed evacuations; (g) coordinate law enforcement mutual aid; (h) manage emergency evacuation routes; (i) coordinate emergency actions with the sheriff; (j) coordinate consummation of coroner responsibilities.

7. Medical Services with a Service Chief composed of Local Hospital Representatives will: (a) provide or arrange emergency first aid and medical care; (b) coordinate emergency assignments of private medical facilities, medical personnel, and allied technical and support personnel; (c) supervise emergency first aid stations and field hospitals and coordinate emergency ambulances and evacuation of casualties; (d) procure and control whole blood and narcotics.

8. Schools shall have Local School Superintendents as Service Chief and will: (a) provide for the safety of students and others present on school property and reunite families with their children where practicable; and (b) make school facilities and equipment available for use in emergency relief activities.

9. Public Works Director is Service Chief to Shelter Services, and will: (a) improve to the extent possible, fallout protection in the city and develop an adequate public fallout shelter system; (b) maintain a current list of all shelter space with a PF of 2 or greater and of buildings with a capacity of 50 or more spaces; (c) plan and provide, to the extent practicable, for the stocking, readiness, assignment, management and control of public shelters; (d) plan for and, in a State of War Emergency, supervise emergency shelter preparations, readiness and coordinate shelter occupancy.

10. Public Works Director shall be Service Chief to Transporation Services, to procure, maintain, and coordinate needed vehicles/drivers and aircraft/pilots from public, commercial and private resources.

11. Utilities Services will perform the following tasks: (a) in conjunction with the utility companies, maintain, restore or establish electrical power, gas and water services to needed areas; (b) coordinate assistance between utility companies and recommend measures to curtail public consumption when necessary.

12. Emergency Welfare, directed by the Recreation and Parks Director (Service Chief), will (a) establish and operate emergency mass care centers; (b) provide emergency feeding, lodging and clothing; (c) provide a family rehabilitation and financial assistance program; (d) provide registration, inquiry, and welfare information service and reunite families; and (e) collaborate with the U.S. Post Office in the Registration and Inquiry Program.

STAFF SECTIONS

The chief of each staff section (underlined) is assigned responsibility for performing tasks (also underlined) as shown below.

1. Communications, directed by the Police Chief (Service Chief) will: (a) provide emergency communications for the city EOC and maintain contact with the Santa Barbara County EOC; (b) coordinate radio and other communications support for the city and provide emergency communication service for other city emergency services as required; (c) coordinate with local telephone and telegraph companies.

2. City Administrator (Service Chief) will administer direction and control services to : (a) make executive decisions; issue rules, regulations, orders; issue operations schedules, policies, priorities; (b) direct and

control the emergency organization and the Emergency Operations Center; (c) provide instructions to the general public; and (d) send intelligence summaries to operational areas or OES regions.

Group Tasks will include: (a) plan organization and operations policy; (b) identify major operational problems; (c) assist the director of Emergency Services; (d) prepare intelligence summaries for the Director.

3. Intelligence Services, under direction of the City Administrator (Service Chief), will: (a) manage the information collection and reporting system; (b) display situation and operational information; (c) evaluate situation information (except RADEF), including damage assessment; (d) disseminate situation intelligence to the local emergency organization, higher echelons and neighboring jurisdictions.

4. Public Information Services directed by the City Administrator (Service Chief) shall: (a) promote community understanding and support of emergency preparedness measures; (b) prepare and disseminate emergency public information and instructions.

5. City Purchasing Agent (Service Chief) will administer Purchasing Services to: (a) procure, store, maintain and distribute food, clothing and needed equipment and supplies, except whole blood and narcotics, to support the emergency services; (b) aid Finance Director in maintaining city financial accountability records.

6. Radiological Defense supervised by the Fire Chief (Service Chief) shall: (a) manage the radiological monitoring and reporting system; (b) evaluate radiological information; (c) disseminate radiological intelligence; (d) provide technical guidance on radiological countermeasures.

7. Resource Management Manpower supervised by the Deputy City Administrator (Service Chief) is to: (a) register local volunteer emergency service workers; (b) provide pre-designated personnel and obtain other qualified individuals or groups for emergency needs; (c) in a State of Emergency or State of War Emergency impress personnel for service authorized and necessary.

8. City Clerk will administer Vital Records to insure that city records and documents designated as essential to the continuity of government are preserved, maintained, and stored in or moved to protective locations.

SUPPORT SERVICES

All city departments and "emergency" agencies are responsible for performing tasks as assigned by the Director Group or as indicated in the appropriate service annex to the Santa Maria Emergency Plan.

1. Construction Services, supervised by the Community Development Director/Building Official (Service Chief) will: (a) provide for the

inspection, repair, modification and/or construction of emergency facilities and housing; (b) collect and report information.

2. Food Services, under direction of the City Purchasing Agent as Service Chief, is to: (a) maintain an inventory of sources and oversee the conservation, allocation and distribution of foodstocks; (b) collect and report information.

3. Santa Barbara County Health Department (Service Chief) will supervise Health Services to: (a) maintain an inventory of sources of health resources and provide for their emergency allocation; (b) determine public health hazards, establish standards, provide technical guidance and supervise activities for the control of public health hazards; (c) conduct abatement programs of insects and other health hazards; (d) provide water quality control services; (e) detect and identify hazardous biological and chemical agents; (f) provide technical advice with regard to contaminated food products and agricultural lands; (g) collect and report information.

4. Community Development Director will administer Housing Services to: (a) survey existing housing; (b) assess housing damage and post as necessary; (c) survey sites for expedient and improvised housing; (d) maintain a housing inventory; (e) establish needs for expedient housing construction; (f) allocate housing space; (g) collect and report information.

5. Manpower Services, supervised by the Deputy City Administrator (Service Chief), will: (a) in conjunction with the local Office of the State Employment Development Department, recruit, register, classify and allocate all local volunteer emergency service workers in accordance with the California Office of Emergency Services' regulations; (b) maintain all necessary volunteer emergency service worker records; (c) control and issue appropriate identification cards to city officials, employees, officially pre-designated successors to key city offices and positions, and other persons having emergency assignments; (d) in a State of Emergency or State of War Emergency, impress personnel for service on a mandatory basis under proper authority, as necessary.

6. Telecommunications Services under Fire Chief and Public Works Director (Service Chief) supervision, is to: (a) maintain an inventory of sources of telecommunications resources and provide for their allocation; (b) maintain and repair telecommunications systems; (c) collect and report information.

7. Economic Stabilization established by the Finance Director (Service Chief) is to: (a) provide, in consonance with the State Economic Stabilization Plan, for price stabilization, rent stabilization, and consumer rationing; (b) collect and report information.

8. Deputy City Administrator will administer Industrial Production to: (a) implement the statewide Industrial Production plan for the emergency management, production, conservation, distribution and use of essential items in secondary inventories; (b) collect and report information.



Environmental Resources Management Element

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PREFACE

The Environmental Resources Management Element was adopted by the City Council on August 4, 1981. The following text is a reformat of the adopted element incorporating amendments made through April 21, 1987.

I. INTRODUCTION

State of California Planning Law requires that the general plan of all local jurisdictions include seven mandatory elements. Two of these mandatory elements are conservation and open space. In addition, the city has prepared a scenic highway "element." These three elements are combined and presented in this single element.

CONSERVATION ELEMENT

The 1980 State General Plan Guidelines declare that the Conservation Element should:

1. Promote the protection, maintenance and use of the state's natural resources, with special emphasis on scarce resources and those that require special control and management.
2. Prevent the wasteful exploitation, destruction and neglect of the state's natural resources.
3. Recognize the natural resources must be maintained for their ecological value as well as for their direct benefits to people.

OPEN SPACE ELEMENT

The State General Plan Guidelines state that the Open Space Element must include:

1. An inventory of privately- and publicly-owned open space lands as listed in Government Code Section 65560.
2 Goals and policies for preserving and managing open space lands.
3. Specific programs which the legislative body intends to pursue in implementing its open space plan.

In 1974 the City of Santa Maria adopted it first Open Space Element. This document will supercede the Open Space Element of 1974.

SCENIC HIGHWAY ELEMENT

The Scenic Highway Element can serve as the basis for a request to Caltrans for a corridor study of a state highway leading ultimately to official state designation. If a scenic highway or corridor does not qualify for state designated, it can be designated a local scenic highway. The Scenic Highway Element serves primarily as a vehicle for local designation and protection of significant scenic routes 1980 State of California General Plan Guidelines.

II. FINDINGS

The City of Santa Maria has adopted an Urban Development Strategy as a means of integrating principles and objectives of environmental management with other planning goals of the growing community of Santa Maria. By considering the opportunities and limitations posed by the environmental factors analyzed in this document, the strategy can help guide the overall growth of the community.

Growth in Santa Maria will depend not only on environmental factors, but on the availability of public services. Because of relatively long lead times required for planning and construction of new or expanded facilities, wastewater treatment capacity is one of the most significant public service factors in determining growth of the community. Along with lands within present city boundaries and Sphere of Influence, the ERME considerations include land outside the City of Santa Maria, analyzing environmental constraints and opportunities affecting potential development.

The Department of Public Works estimate of 85 gallons of effluent per person per day, and an average household site of 2.8 persons is used to calculate existing and future residential wastewater flow. Commercial sewage is included as a component of the per capita sewage figure. These service projections are approximate since all of the factors, dwelling unit population, per capita wastewater flow and growth rate, may vary.

It is difficult to determine accurately what the wastewater treatment demands will be for future industrial growth. Since Santa Maria serves a regional area (northern Santa Barbara County and a portion of southern San Luis Obispo County), the annual rate of industrial acreage absorption can be expected to be higher than the city alone could support. This is also true concerning commercial acreage. However, the city should continue to monitor the industrial and commercial growth to see that the regional market is not saturated and city resources are not impacted beyond their capability. It is possible to determine the regional needs at different growth rates for industrial and commercial property. However, development of the necessary data based would be a major, time-consuming effort.

Area A is a 533-acre section of land bounded by Betteravia Road on the south and Stowell Road on the north. The area is bisected by Blosser. The land use, if annexed, would be low-density residential (10,000 square foot lots) increasing the population by about 5,208 people. The estimate wastewater flow would be about 422,680 gallons per day.

Area B is a 508-acre site located immediately south of Battles Road west of Highway 101, and east of Miller Street. This land would also be used for low-density residential development if annexation should occur adding approximately 4,964 more people to the population. The expected wastewater flow would be about 421,974 gallons per day.

Area C is an 81-acre site adjacent to the west side of Highway 101 and bounded by Battles Road on the south. Seventy-seven acres are designated by the General Plan for medium density residential use. At full buildout the site could accommodate at least 338 dwelling units which would generate approximately 80,410 gallons of wastewater per day. If annexed, this flow would be treated by the city's wastewater treatment plant.

Area D is located just southeast of the city limits between Santa Maria Way and Highway 101. A mobile home park with 185 units currently occupies the northwest corner of the site. If the remainder of the site were developed with mobile homes and annexed to the city, another 138,040 gallons per day would be piped to the city's plant.

Area E, north of Betteravia and west of the Santa Maria Valley Railroad tracks, is a 162-acre site designated for industrial use. Industrial uses generate an average of 675 gallons of wastewater per day per acre. If this site were fully developed with industrial facilities and annexed to the city, still another 109,350 gallons of effluent per day would be added to the wastewater treatment plant.

The plant has been expanded to increase capacity to 6,500,000 gallons per day on an average annual basis. Although the plant has a peak capacity of 7,800,000 gallons per day, it can safely treat only 6,500,000 gallons per day on an average annual basis. The current estimated wastewater flow into the city's wastewater treatment plant is approximately 4,895,000 gallons per day. With full buildout of the remaining undeveloped residential and industrial sites within the city limits, wastewater flow would increase to approximately 6,997,880 gallons per day. This is the projected flow only for areas currently within the city limits and areas outside the city limits but currently being served by the city's wastewater treatment plant will have a treatment deficit of 497,880 gallons per day. While the 6,500,000 gallon per day plant capacity was planned to accommodate growth to 1989, it appears that residential development within the city limits could be complete by the mid-1980s.

At full residential buildout, the city's population is expected to be between 55,290 to 56,851. The low figure of 55,290 was derived by adding the population as of April 1, 1980 (39,685) to the population expected to be generated by the residential units yet to be developed within the city limits.

There is a potential for the addition of 4,551 dwelling units in Areas A, B, C and D, inclusive. Clearly, the city treatment plant cannot support full buildout and annexation of all five areas. Either some limits to growth must be applied, or plans for additional plant expansion should be considered before any of these properties are annexed. State Water Resource Control Board policies require treatment plant operations to provide a plan for enlargement when average flow exceeds 75 percent of design capacity. Thus, it appears that the city may need to plan for expanded services before the mid-1980s, depending on the actual buildout rates.

III. GOALS, POLICIES AND PROGRAMS

GOAL ERME 1: PARKS AND RECREATION

Establish a balanced system of public and private recreation areas and facilities attractively designed and maintained that serve and enhance the quality of leisure experiences in the broadest range of interests for all residents of the greatest Santa Maria area (Figure ERME-1).

POLICY ERME 1.a

To establish a recreation and park delivery system that can provide a balanced yet comprehensive range of recreation opportunities for all residents of Santa Maria in accordance with their interests and preferences, and at a level of service commensurate with the city's commitment to improving the quality of the living environment for its residents.

OBJECTIVE ERME 1.a

Adequately meet local recreation needs insofar as possible through the full effective development of existing park and open space resources.

OBJECTIVE ERME 1.b

Promote multiple use of existing public lands for recreation potentials, i.e., school playgrounds and flood control retention basins, etc.

OBJECTIVE ERME 1.c

Provide an equitable distribution of park land throughout the study area.

OBJECTIVE ERME 1.d

Protect areas designated as parks by ordinance against diversion to non-recreation purposes. If, to serve the public interest, an exception must be made, the city shall require replacement of park land lost by land of equal usefulness, size and value where needed elsewhere in the park system.

OBJECTIVE ERME 1.e

Encourage residential developers to provide quality recreation facilities within their development.

OBJECTIVE ERME 1.f

Promote multiple use of private utility and pipeline rights-of-way for recreation potentials, i.e., Battles Road oil pipeline right-of-way.

OBJECTIVE ERME 1.g

Encourage the balanced development of commercial recreation facilities to ensure a more diverse range of opportunities for both recreation and entertainment.

OBJECTIVE ERME 1.h

Develop resources where all residents can enjoy a variety of cultural and fine arts experiences which are integrated with programs and facilities of other agencies.

POLICY ERME 1.b

To establish an overall management system for efficient and effective delivery of recreation and park services which clearly spells out the responsibility and accountability of all service providers.

OBJECTIVE ERME 1.i

Provide high quality, well designed recreation areas and facilities to effectively accommodate the leisure needs of the study area residents.

OBJECTIVE ERME 1.j

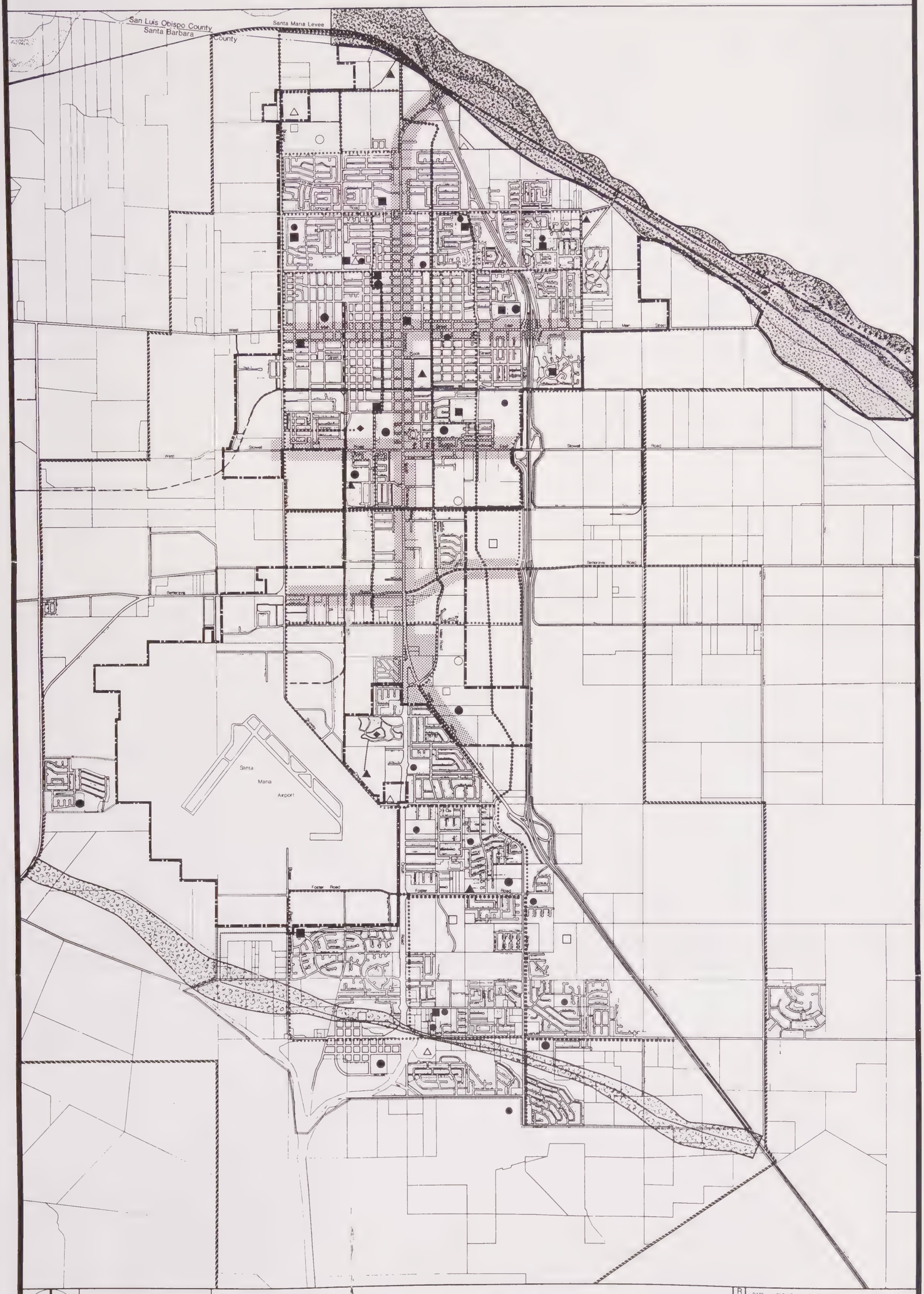
Provide continuous evaluation of city recreation and park needs and implement necessary changes to facilities or programs in a prompt and efficient manner, incorporating commission and citizen participation in the decision-making process.

City of Santa Maria General Plan

Recreation System Map

Legend

Existing	Proposed	
		City Boundary
		Sphere Of Influence
		Planning Area
●	○	School Playfield
■	□	Local Park/Facility
▲	△	Community Parks/Facility
◆	◇	Regional Park/Facility
•••	····	Bikeway
		Trail
		Scenic Highway Corridor (Entrada Specific Plan)
		Open Space



Recreation System Map

DATE	FILE NO.	INITIALS	DATE	FILE NO.	INITIALS

REVISIONS

FIGURE ERME–1

GOAL ERME 2: PARKS AND RECREATION

A wide range of recreation programs responsible to resident's needs, and integrated with programs and facilities of other agencies shall be provided.

POLICY ERME 2.a

To provide in the study area, a complete range of recreation opportunities for all ages and interests.

OBJECTIVE ERME 2.a

Pursue the development of effective joint power agreements with the Santa Maria area school districts, Hancock Community College and County of Santa Barbara for the purpose of providing maximum use of publicly-owned recreation resources, without impinging on educational use or other requirements.

OBJECTIVE ERME 2.b

Encourage and provide educational opportunities, through the development of recreation and park programs, that will expose and involve residents to the performing arts, fine arts, nature and other areas of interest.

GOAL ERME 3: PARKS AND RECREATION

An attractive living environment for the residents and visitors of the greater Santa Maria area that protects and enhances historic resources; recognizes the value of quality landscape treatment of park areas, civic buildings, public works and private urban development projects, and considers aesthetic enhancement as a vital ingredient in all development efforts.

POLICY ERME 3.a

To provide an attractive living environment that protects natural and historic resources; recognizes the value of quality landscape treatment to park areas, civic buildings, public works and private urban development projects; and considers aesthetic enhancement as a vital ingredient in all development efforts.

OBJECTIVE ERME 3.a

To coordinate all city functions which may have an impact on the physical environment with other governmental jurisdictions and private organizations in order to ensure the creation and/or preservation of needed open space.

OBJECTIVE ERME 3.b

Enhance and protect the visual and aesthetic quality of parks, parkway medians, private developments and other city-owned lands through effective and appropriate landscape and architectural treatments, and provide and assure continuous maintenance at a consistent quality and standard.

OBJECTIVE ERME 3.c

Establish an effective program of design review of park areas, public malls or grounds, private developments and public works projects, with quality standards established commensurably with intended function and relative impact on surrounding area.

OBJECTIVE ERME 3.d

Develop energy efficient recreation and park facilities.

OBJECTIVE ERME 3.e

Develop and maintain ordinances to enhance and preserve public and private open space within the developed areas of the city.

OBJECTIVE ERME 3.f

Develop landscaped parkway and median strips along Highway 101, Miller Street, Entrada area and other selected city streets (College, Stowell and Betteravia).

POLICY ERME 3.a

To protect and preserve agricultural lands and natural watercourses as open space that shape the urban area, and to prevent urban sprawl.

OBJECTIVE ERME 3.g

Prepare a Master Conservation and Recreation Development Plan for the Santa Maria River Park.

OBJECTIVE ERME 3.h

Encourage the County of Santa Barbara to prepare a Master Conservation and Recreation Development Plan for the Orcutt Creek area.

OBJECTIVE ERME 3.i

Encourage dual use of drainage courses for flood control and recreational purposes where feasible, and encourage the preparation of development plans involving natural watercourses to preserve and enhance the natural environment.

POLICY ERME 3.c

To encourage residential, commercial and industrial developments to provide attractive landscaped settings for the benefit of both occupants and the general public.

OBJECTIVE ERME 3.j

Develop and maintain appropriate regulations that encourage attractive buildings, landscape settings and other amenities within private developments.

OBJECTIVE ERME 3.k

Encourage developers of office and industrial complexes to provide adequate open space in the form of plazas, courts or grassy areas for employee use.

GOAL ERME 4 : PARKS AND RECREATION

A stable and equitable method of financing recreation and park facilities and services throughout the greater Santa Maria area.

POLICY ERME 4.a

To establish an equitable plan to fund the provision of public recreation and park facilities and services for the greater Santa Maria area.

OBJECTIVE ERME 4.a

Meet and confer with county representatives to explore alternative revenue potentials within the unincorporated urban areas of the city's sphere of influence.

OBJECTIVE ERME 4.b

Investigate alternative funding sources (state bond programs, federal programs, assessment districts, user fees, etc.) to assist in the development of park facilities within the Orcutt area and other selected specialized facilities and park areas throughout the Santa Maria area.

OBJECTIVE ERME 4.c

Encourage development and operations of appropriate revenue-producing recreation facilities on public lands by private interests.

IMPLEMENTATION STRATEGY

Implementation of the policies and objectives for Goals 1 to 4 have been combined into an overall system for capital improvement budgeting purposes, and for creating overall improvement priorities as stated below.

Responsibilities

Implementation of the plan, while a prime function of the Recreation and Parks Department, involves actions and support by a broad spectrum of public and private agencies, groups and individuals to be effective. Governmental agencies at the city and county level all have a role to facilitate the coordination and cooperation necessary to carry out the plan's policies. Foremost among the public participants, in addition to the Recreation and Parks Departments, are the planning, public works and chief administrative or management agencies.

Tools for Action

The implementation program must be flexible to take advantage of changing opportunities or to meet changing needs. The critical tools for a dynamic course of action include developing a comprehensive list of projects, programs and measures, and establishing relative priorities. The result of this is an implementation schedule which identifies short-term and long-term projects. One specific document flowing from the implementation schedule is the five-year capital improvement program. This schedule is, of course, a key guideline for all involved agencies in developing their annual budget requests. A regular review and update procedure to revise project lists and priorities should be a part of the program.

IMPLEMENTATION PROGRAMS

1. The general priorities for physical resources to implement the plan are:

   a. Acquire land needed for local recreation and park facilities.
   b. Add, expand or upgrade needed local recreation facilities.
   c. Upgrade local park areas.
   d. Encourage the upgrading or development of regional recreation areas.
   e. Preserve open space.

2. Develop a comprehensive implementation schedule with immediate, medium and long-term priorities.

3. Update the five-year capital improvement plan.

4. Initiate joint studies with the County of Santa Barbara and the school districts serving the Santa Maria area to find the most feasible arrangements for improving coordinative and cooperative planning, development operation and funding of recreation services and facilities in the study area.

5. Develop jointly with all public school agencies of the area and the County of Santa Barbara, cooperative agreements for shared use of facilities.

6. Enter into cooperative ventures with private interests as an alternative to satisfy community demand for recreation facilities or programs.

7. Adopt a park preservation ordinance.

8. Develop measures to reduce operation and maintenance costs.

9. Develop or rebuild facilities to make them more vandal-resistant, safer and attractive.

10. Establish a volunteer program for the operations and maintenance of parks and programs starting with neighborhood parks.

11. Use marketing techniques to pinpoint changes recreation interests of the community and to publicize information about available recreation opportunities.

12. Apply for grants to supplement the provision of park facilities.

13. Adopt space standards, facility standards and development standards as given below.

Space Standards

The overall recreation open space standard for the city is one acre for each 100 residents, or a ratio of 10 acres per 1,000 persons. At least one-half of this space, or 5 acres per 1,000 persons, is to be in local recreation and park areas within the existing or future urban areas. To assist in providing convenient, functional and equitably distributed recreation and park areas, the local park standard is divided:

TABLE ERME-1

SPACE STANDARDS

	Acres/1,000 Persons	Classification
	2	Neighborhood
	3	Community and Citywide
Total	5	Local Recreation and Park Areas

It should be noted that the playfield classification will serve the neighborhood as well as community and citywide categories, dependent on their scope and sophistication of use. Space requirements are portioned accordingly.

While a good distribution of open space is important for developing an effective recreation and park system, it is but the first step toward providing adequate recreation facilities and opportunities. Determination of the specific facilities needed and the basic development criteria for each are essential additional standards in the planning process.

Facilities Standards

Facility standards are established to forecast the number of each type of recreation facility that is necessary to meet existing and projected activity demands. Since facility standards provide the basis for determining acquisition and development needs, it is important that the recreation needs of the community are reflected as accurately as possible. The process to develop these standards used the data gathered in the community attitude survey as a key determinate in formulating the following specific standards for the Santa Maria/Orcutt area. The term "unit" in Table ERME-2 means a park playfield or court, building or other recreation facility structure.

TABLE ERME-2

FACILITY STANDARDS

	Classification	Standard Unit/1,000
1.	Neighborhood Parks	1 unit/3-5,000
2.	Playfields	
	a. Youth Baseball/softball	1 unit/6,000
	b. Adult Softball (lighted)	1 unit/10,000
	c. Regulation Baseball	1 unit/30,000
	Lighted	50%
	d. Soccer Fields	1 unit/5,000
	e. Football Fields	1 unit/50,000
	Lighted	50%
	f. Tennis	1 unit/2,000
	Lighted	60%
	g. Handball/Requetball	1 unit/3,000
	Lighted	60%
3.	Community Center Building (4,000-8,000 sq. ft.)	1 unit/25,000
4.	Social-Cultural Center (15,000-20,000 sq.ft.)	1 unit/75,000
5.	Performing Arts Center (20,000-30,000 sq.ft.)	1 unit/75,000
6.	Senior's Center (10,000-15,000 sq.ft.)	1 unit/50,000
7.	Visual Arts Workshop	1 unit/50,000
8.	Gymnasium (12,000-14,000 sq.ft.)	1 unit/25,000
9.	Community Swimming Pool	1 unit/20,000
10.	Aquatic Center (extended season; handicapped)	1 unit/50,000

Development Standards

Each park facility should meet minimal standards of quality and space to effectively perform its intended function.

Youth/Softball Baseball Fields require a relatively flat (1 percent to 1-1/2 percent gradient recommended) turfed area with skinned infield; backstop and protected team benches; a minimum foul line distance of 250 feet; spectator space for 75 to 100; and convenient parking for participants and spectators. Adequate buffer space shall be provided.

Adult Softball Fields should meet the same basic requirements as youth softball/baseball fields with foul line distance increased by 300 feet.

Regulation Baseball Fields require similar field gradients; skinned or turfed infield; adequate backstop with protected team benches; a minimum foul line distance of 350 feet; spectator space for 100 to 200; and convenient parking for 30 to 50 cars. Adequate buffer space for safety shall be provided.

Soccer Fields require a relatively level turfed area from 300 to 360 feet long and between 163 and 240 feet wide, dependent on type of play or age group served. Generally, one-third of all fields should be of maximum length and width. Most soccer fields will be overlay and multi-use with softball or baseball. Spectator space and parking shall be provided.

Football Fields have similar requirements to soccer, with field dimensions varying between 300 feet by 150 feet to 360 feet by 165 feet.

Tennis Courts are of standard size (120 feet by 60 feet) and should be developed in groups of four or more for maximum efficiency.

Handball/Racquetball Courts occupy a space of 20 feet by 40 feet and should be developed in groups of four or more.

Neighborhood Recreation Buildings will vary in size between 1,500 and 2,000 square feet. Unit usually contains restroom facilities for park areas; a meeting/crafts room

of 700 to 800 square feet; a small control center with storage of 150 square feet; and maintenance storage area of 150 square feet. An additional social room of 500 to 600 square feet could be provided where extended adult or senior use could be anticipated.

Community Center Buildings will vary in size between 4,500 and 8,000 square feet. Building will provide for a variety of types and sizes of activities concurrently. Individual units will usually include a social or assembly room to accommodate 100 to 200 people, two meeting or craft rooms with capacities for 20 to 35 people; restrooms; kitchen facilities; ample storage areas; a small office; and maintenance. Desirable amenities would include an enclosed patio area; additional meeting rooms; and possibly, specialized facilities to serve teens or seniors drop-in activities. Community center buildings can also be developed in conjunction with gymnasiums.

The Social and Cultural Center may vary in size from 10,000 to 15,000 square feet, depending on types of activity areas and services provided. The general purpose is to provide accommodations for social and cultural activities. Facilities may include a large (5,000 to 7,000 square feet) social hall that could accommodate banquets, social dances, assemblies, arts and crafts shows and exhibits and other large gatherings; also restrooms, a warming kitchen, storage, maintenance, office and circulation space as necessary.

A Performing Arts Center will vary in size from 20,000 to 30,000 square feet. Building will provide a center for theatre and musical performances. In addition to a theatre complete with stage and dressing rooms, there should be soundproof rooms for instrumental or singing groups; special practice room for small theatre groups; a foyer providing gallery space for artists' works; and restrooms, maintenance, storage and office space as necessary.

Visual Arts Workshops will vary in size. The building will provide a variety of room sizes, all equipped with special facilities to house advanced classes in crafts or special hobbies (i.e., photograph, audio-visual); and several small studios for painting or sculpturing.

Gymnasiums, as the name implies, will supply indoor sports facilities for basketball, volleyball and badminton, including restrooms and locker rooms. Adequate floor

space should be provided to allow for three badminton courts, two volleyball courts, 2 basketball crosscourts or a large tournament basketball court with spectator space for 150 people. Indoor recquetball/handball courts (minimum 4 courts) provide a compatible additional use.

Aquatic Facilities serve two basic types of recreation interests. Recreation swimming and sunbathing enjoy maximum attendance within a limited season determined by temperature more than calendar days. Pools to serve this need should have approximately 5,000 square feet of water surface, with required deck space and dressing facilities.

The second type of recreation use involves team or individual competitions in speed swimming, diving, water polo and synchronized swimming. This kind of facility must conform with recognized lengths, widths and depths, as dictated or recommended by sanctioning organizations. Desirable amenities would include training facilities, accommodations for the handicapped, and ample space for spectators. This type of pool can also serve recreation swimming needs during summer months. It must be heated for extended season use.

Activity Lighting is needed at most outdoor recreation facilities, particularly when normal season of activity extends into winter months. General activity lighting shall be designed to meet "recreation" level standards for the particular sport involved, as established by the Illuminating Engineers Society (IES). Where two or more sports activities will use the same area, design should meet recommended standards for highest required illumination; however, they also should be capable of adjustment to provide only the light needed for the particular scheduled activity. It would be desirable for approximately 10 to 20 percent of all field or court lighting to provide for "club" level standards to adequately accommodate top competitive events.

Security Lighting is needed throughout recreation and park facilities to eliminate areas of deep shadow at night. The level of illumination along walks, around restrooms, picnic shelters or building entrances may be generally higher to facilitate walking. Activity lighting spillover will supplement the ambient lighting level during periods of heavy activity.

GOAL ERME 5: THE URBAN FOREST

Preserve and improve the viability of the existing urban forest resource and extend a low water use and ecologically balanced urban forest into developing and redeveloping areas.

POLICY ERME 5.a

It is the policy of the City of Santa Maria to encourage the use of planting to create functional recreational space, to screen, soften and buffer the built environment, to beneficially modify the micro-climate, and to create an aesthetically pleasing urban landscape.

POLICY ERME 5.b

It is the policy of the City of Santa Maria to encourage the use of drought tolerant plant materials in new developments and limit the use of turf to areas that can be reasonably used for recreation.

POLICY ERME 5.c

It is the policy of the City of Santa Maria to develop incentives to encourage older landscapes with large areas of non-functional turf to convert these high water use plantings to drought tolerant ground cover.

POLICY ERME 5.d

It is the policy of the City of Santa Maria to understand the urban forest complex collectively as an ecosystem and practice multi-use sustained yield management for people.

POLICY ERME 5.e

It is the policy of the City of Santa Maria to manage the urban forest to minimize negative impacts by the resource on people and people on the resource.

OBJECTIVE ERME 5.a

Manage the urban forest to minimize water consumption.

IMPLEMENTATION PROGRAMS

1. Develop water management programs for public landscape areas.

2. Develop comprehensive guidelines that include water conservation in the landscape and drought tolerant plant list.

3. Review and update the city street tree master plan and ordinance in relation to drought tolerance, past performance of species and the urban identify program conceptualized in the current master plan.

GOAL ERME 6: WATER

To reduce the amount of overdraft in the Orcutt Storage Unit of the Santa Maria Groundwater Basin (Figure ERME-2) through a combination of wise water conservation practices and additional water recharge projects.

POLICY ERME 6

1. To encourage water conservation citywide.
2. To encourage the development of additional recharge projects.

IMPLEMENTATION PROGRAMS

1. Require water conservation measures that exceed state standards as conditions of project approval. Application of the following conservation measures should be reviewed on a case-by-case basis to determine if they are applicable to the specific projects being considered:
   a. Low water demand landscaping.
   b. Restrictions on irrigation time.
   c. Require soil moisture sensors to control automatic sprinkler system.
   d. Require mulching of landscaped areas.
2. Incorporate onsite retention ponds in large development projects to allow groundwater recharge.
3. Require additional water user fees to be designated for development of additional water supply or for water quality improvement projects.

GOAL ERME 7: AIR QUALITY

The City of Santa Maria seeks: (1) to become an "attainment" area for ozone by 1987; (2) to decrease the number of daily vehicle trips and vehicle miles traveled; and (3) to develop and encourage alternative modes of transportation, i.e., bikeways, public transit and pedestrian access.

POLICY ERME 7a

It is the policy of the City to direct new development to those locations with existing or committed services.

POLICY ERME 7b

It is the policy of the City to encourage "infill" development of bypassed vacant land within urbanized areas without endangering environmentally sensitive areas.

POLICY ERME 7c

It is the policy of the City to permit higher density development in urban areas where existing or committed urban services can support such densities. (The County AQAP specifies seven units per acre as a minimum residential density necessary to support a public transit system.)

POLICY ERME 7d

It is the policy of the City to encourage a mixture of residential, commercial and industrial development consistent with local land use policies and standards. The objective of this policy would be to put people in closer proximity to their centers of shopping and employment.

IMPLEMENTATION PROGRAMS

1. Prohibit the development or expansion of drive-through facilities.
2. Design transportation systems to be accessible to bypassed, vacant land.

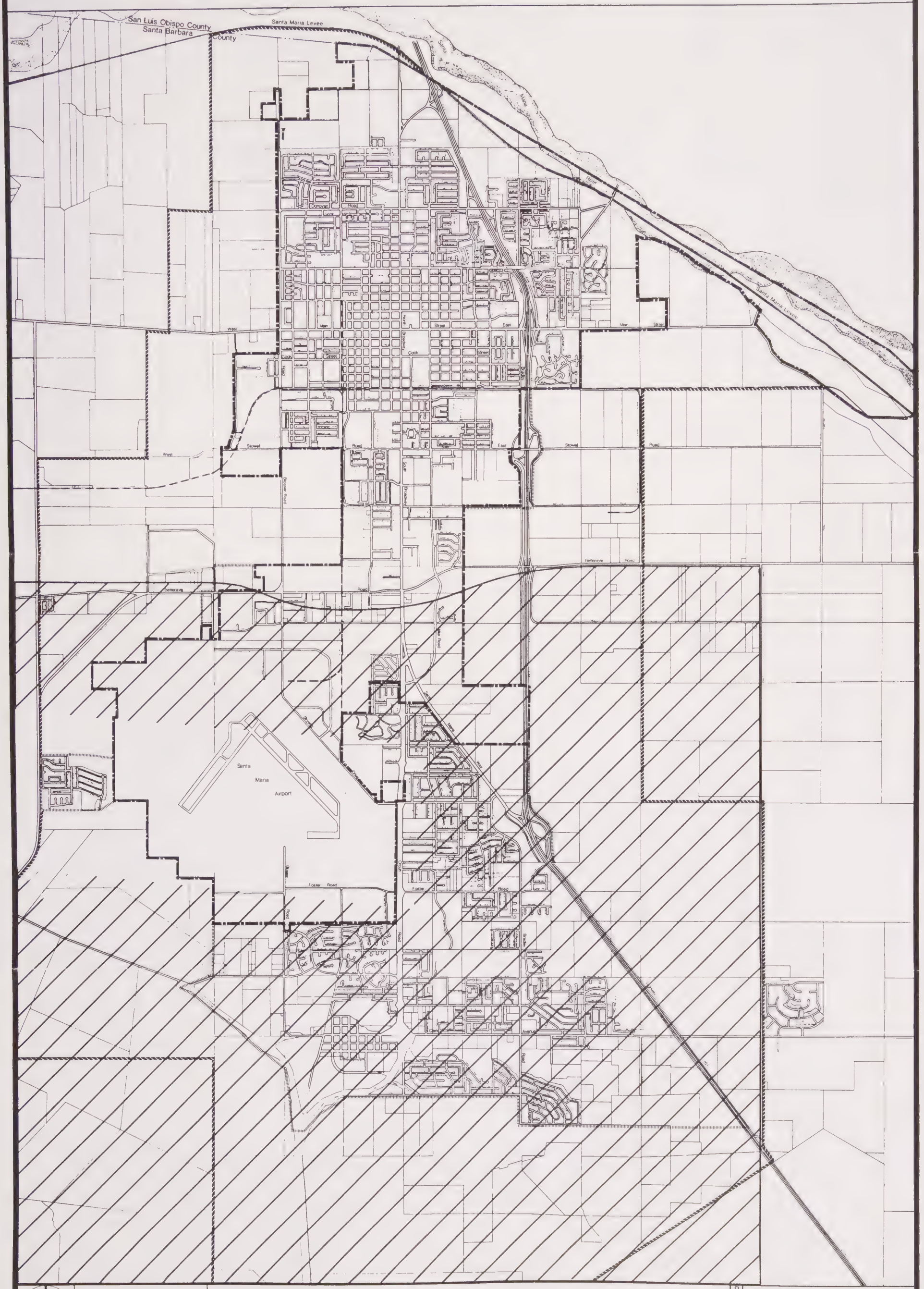
City of Santa Maria General Plan

Orcutt Storage Unit

(UNDERGROUND WATER STORAGE BASIN)

Legend

- City Boundary
- Sphere Of Influence
- Planning Area
- Orcutt Storage Unit



1000 2000 4000

Orcutt Storage Unit

REVISIONS

DATE	FILE NO	INITIALS	DATE	FILE NO	INITIALS

FIGURE ERME–2

3. Award density bonuses to development projects that link residential areas to commercial centers via bikeways or mass transit routes.

4. Prohibit large land development projects that are exclusively commercial, light industrial or residential.

5. Amend zoning ordinance to require developers to provide bikeways when shown on the bikeways plan of the Circulation Element of the General Plan.

6. Amend parking standards to provide for facilities for bicycle commuters such as bicycle racks in commercial, industrial and office developments.

GOAL ERME 8: SOILS AND AGRICULTURE

Maintain the productivity and economic viability of agriculture in the Santa Maria area (Figure ERME-3) and protect property and residents from potential soil erosion and low soil permeability.

POLICY ERME 8a

Agricultural land to the west of Hanson Way will not be considered for development in the future.

POLICY ERME 8b

Prime agricultural land east of Hanson Way has low priority for development because of the technicalities of removing land from agricultural preserve status.

POLICY ERME 8c

Secondary agricultural land is suitable for development if contiguous to existing development and free from major environmental constraints.

POLICY ERME 8d

The City's policies for soil erosion control are closely allied with the policies for dust control. Measures for controlling dust during construction activities are included in the environmental review procedures. They are primarily directed at reducing particulates in the air, but, at the same time, decreasing the potential for soil erosion.

IMPLEMENTATION PROGRAMS

1. Soil tests are required on new subdivision sites to determine soil composition and permeability.

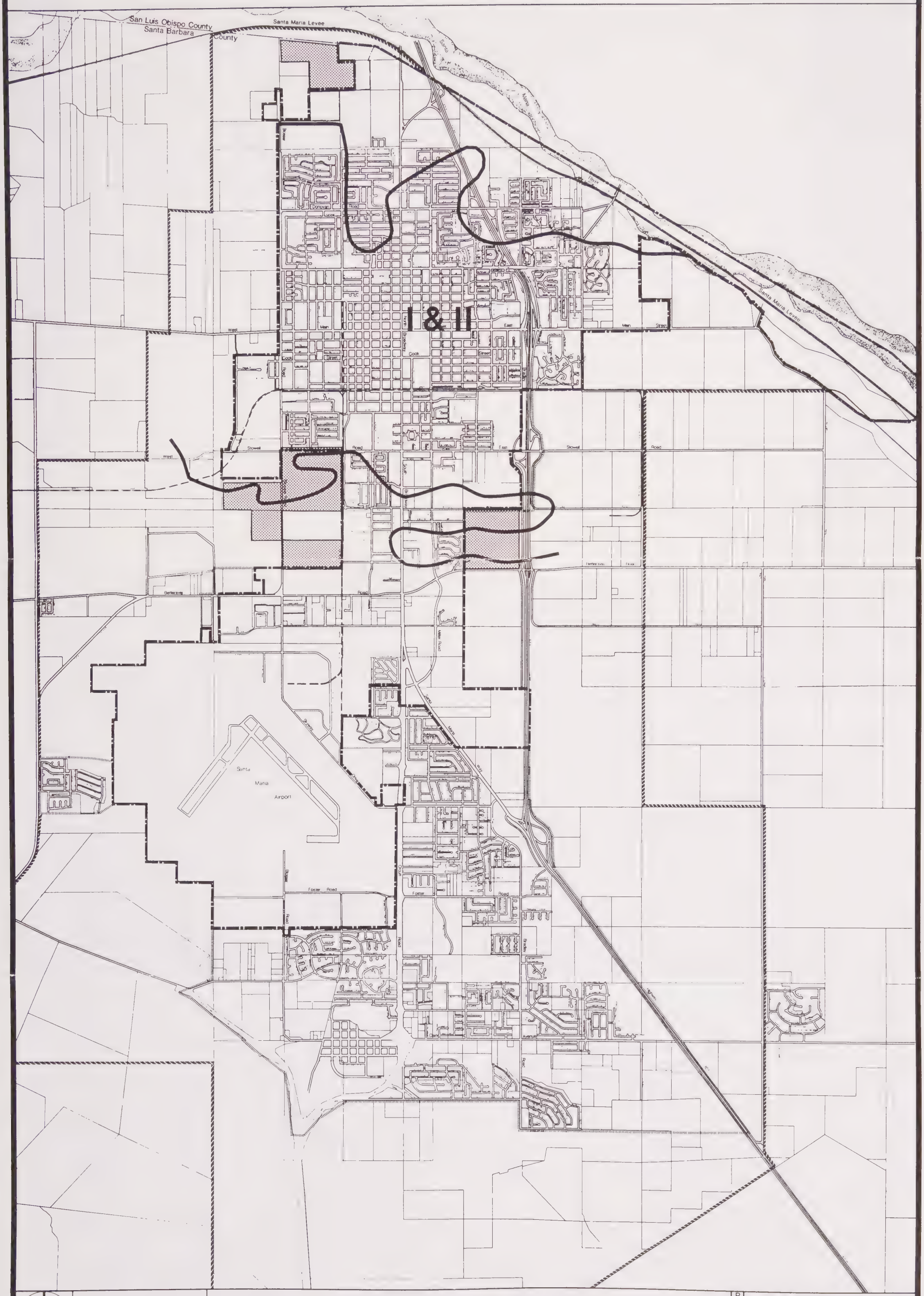
2. In all phases of subdivision site preparation and construction, the area of disturbed soil is treated to prevent wind pick-up. This is accomplished through one of the following methods:

City of Santa Maria General Plan

Prime Agricultural Soils and Preserves

Legend

- City Boundary
- Sphere Of Influence
- Planning Area
- Agricultural Preserves within ERME Study Area
- Prime Agricultural Soils (Classes I & II)



Prime Agricultural Soils and Preserves

REVISIONS

DATE	FILE NO.	INITIALS	DATE	FILE NO.	INITIALS

FIGURE ERME–3

- The seeding and watering of the site until the ground cover has taken root.
- The spreading of soil binders.
- The wetting down of the area so as to create a crust on the surface, and the repeated soaking of the area to maintain the crust and prevent soil blowing.

GOAL ERME 9: OIL RESOURCES

Maintain existing oil wells so as to be compatible with present and future urban development.

POLICY ERME 9a

Minimize exposure of area residents to environmental hazards associated with existing oil development.

IMPLEMENTATION PROGRAMS

1. Require oil field operator to eliminate or reduce to acceptable levels (as established by ordinance) noise, dust, vibration and obnoxious odor. Requirements could include use of electric motors with a noise level no greater than 60 dBA at 200 feet, and restriction of unauthorized access to the area.

2. In residential areas, surround operating oil wells by open space for a radius of approximately 100 feet. Wells should be enclosed by fencing which obscures the view from nearby residences, aids in reducing equipment noise levels below 60 dBA at 200 feet, and restricts unauthorized access to the area.

3. Existing, producing oil wells in new residential developments should be integrated into the design by such methods as landscaping, berming, etc., to preserve the residential character of the area. This would also insure that the well site could be utilized in the future when the well is no longer producing.

4. For safety reasons, do not locate schools, playgrounds or other recreational facilities adjacent to operating oil wells.

GOAL ERME 10: ARCHAEOLOGICAL RESOURCES

Protect significant cultural and historic resources from unnecessary disruption from urban development, and maintain the potential scientific and recreational value of these resources.

POLICY ERME 10

As a means of identifying potential cultural resources, prepare as part of development review, an appropriate level of archaeological evaluation related to the archaeological sensitivity zones (Figure ERME-4).

IMPLEMENTATION PROGRAMS

1. As part of the environmental review process, require an archaeological inspection for all proposed development in Zone I.

2. Notify the Santa Maria or Lompoc Chapters of the Santa Barbara Archaeological Society of proposed large-scale developments in Zones II and III (please refer to Figure ERME-4) so that they can inspect the property for cultural resources if deemed appropriate. The Santa Maria Valley Historical Society should be notified in cases where historical structures or locations are involved. Time limits should be established for archaeological and historical society response so as not to cause undue hardship and delay of a project.

3. Include a discovery clause in all construction or grading permits stating that if any discovery of recognizable or suspected archaeological objects is made, the developer shall halt work and contact either the Community Development Department or a qualified professional archaeologist to evaluate the find. Time limits for response and evaluation should be established so as not to cause undue hardship and delay of a project.

GOAL ERME 11: HISTORIC STRUCTURES

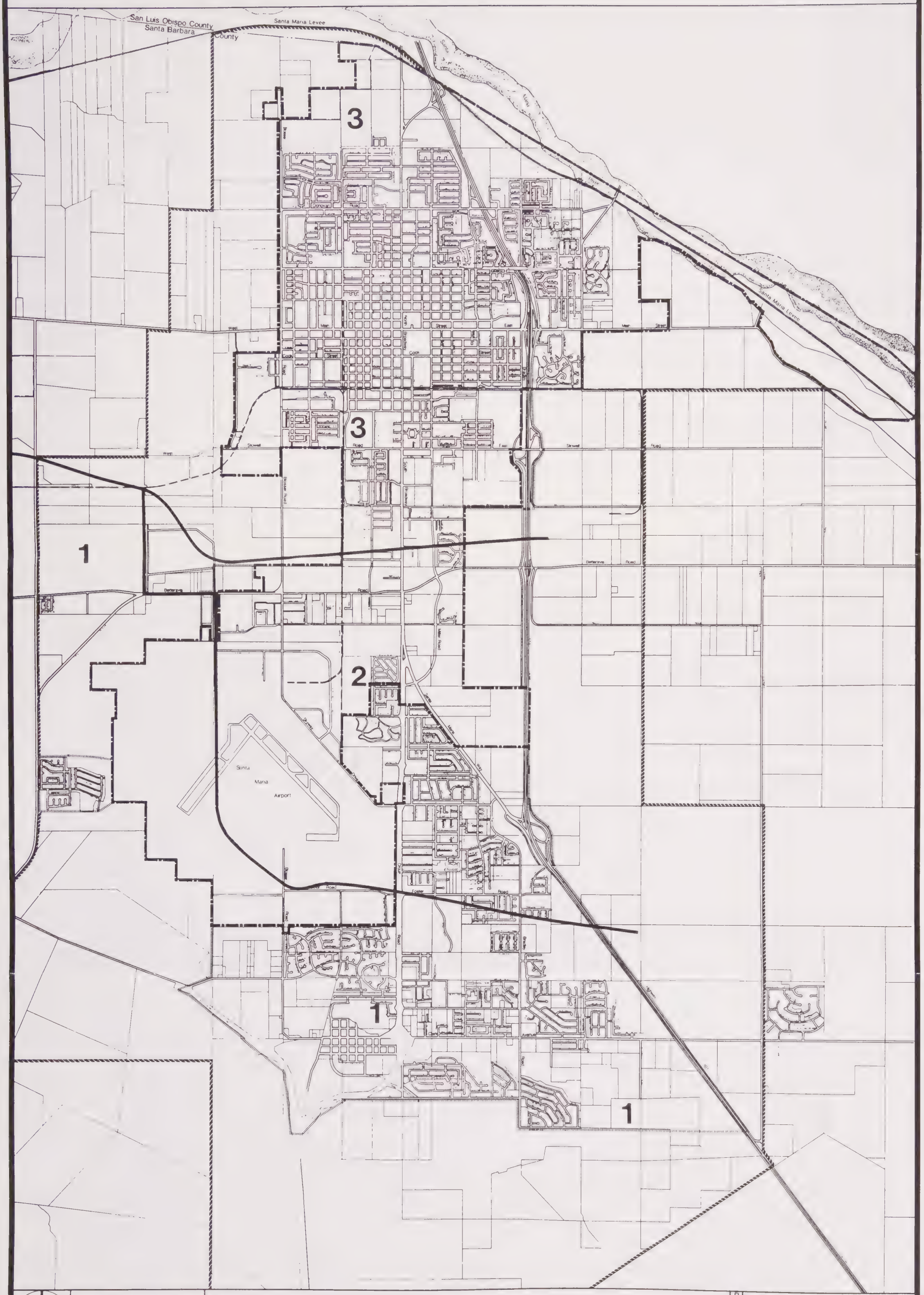
The City of Santa Maria should prepare an inventory of historic cultural resources such as pioneer residences, other historic buildings and historic places. This inventory should be consulted whenever a development project is proposed to identify structures worthy of preservation. The City of Santa Maria has already begun integrating its historic resources with educational and recreational programs by relocating the Hart House in Simas Park.

City of Santa Maria
General Plan

Archaeological Sensitivity

Legend

- City Boundary
- Sphere Of Influence
- Planning Area
- 1 High or Moderate Sensitivity
- 2 Low Sensitivity
- 3 Negligible Sensitivity



Archaeological Sensitivity

REVISIONS

FIGURE ERME–4

GOAL ERME 13: OPEN SPACE

The preservation and maintenance of open space is essential to the well-being of the City of Santa Maria (Figure ERME-6).

POLICY ERME 13a

Retain present open space land use designations.

POLICY ERME 13b

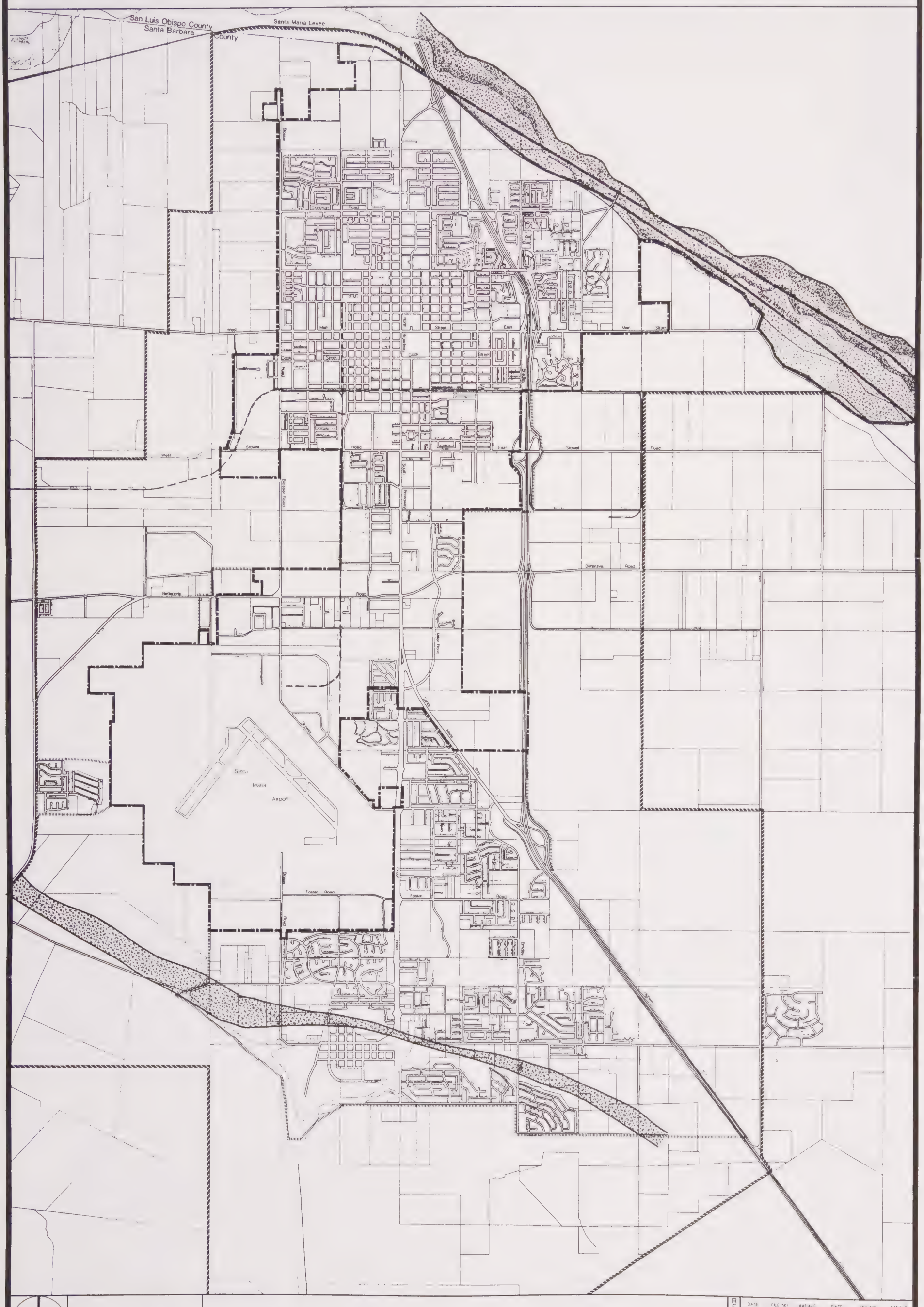
In land use decisions, give high priority to protection and management of open spaces with multiple public and private functions.

City of Santa Maria General Plan

Riparian Habitat

Legend

- City Boundary
- Sphere Of Influence
- Planning Area
- ERME Study Area



Riparian Habitat

REVISIONS

DATE	FILE NO.	INITIALS	DATE	FILE NO.	INITIALS

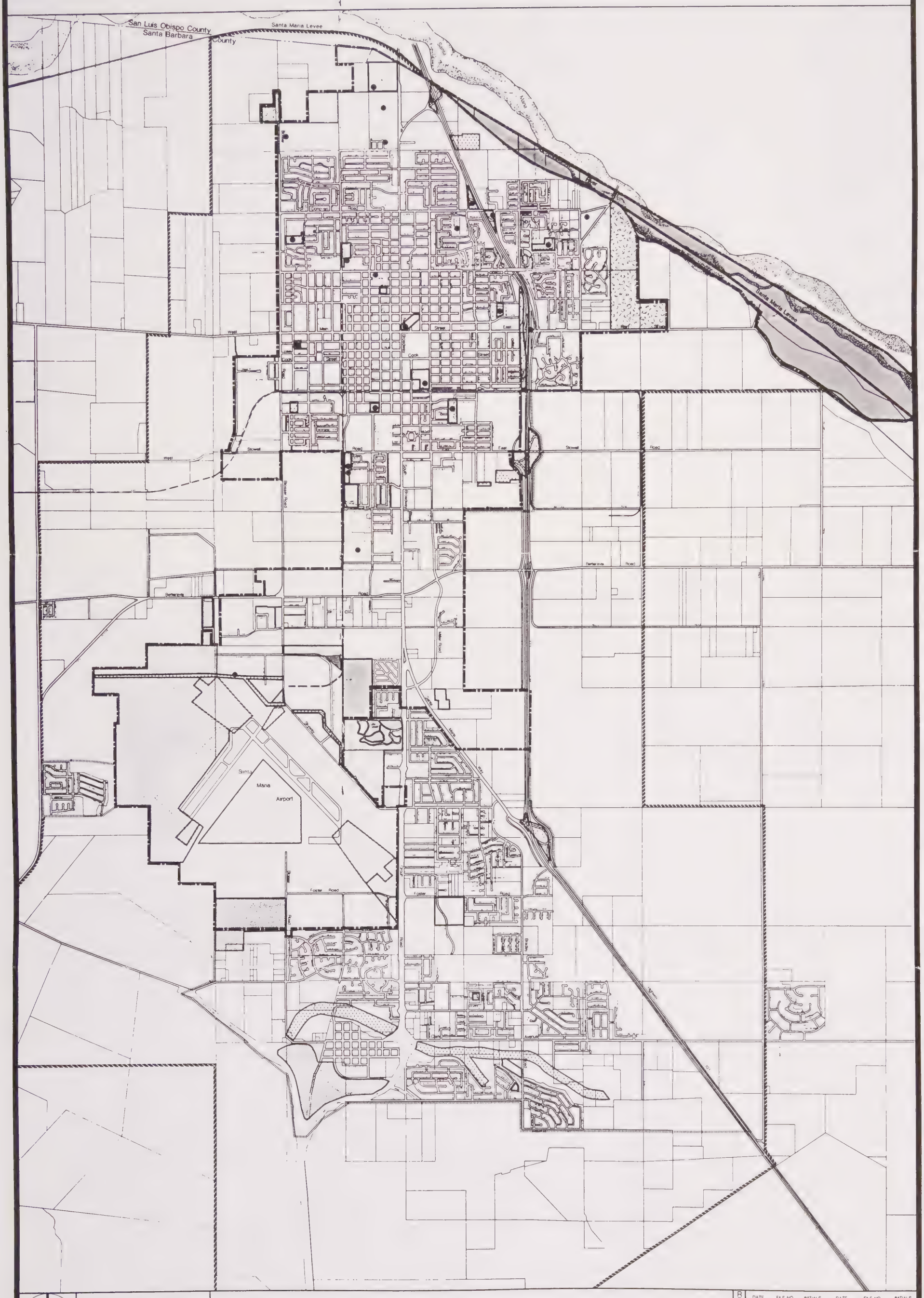
FIGURE ERME–5

City of Santa Maria General Plan

Open Space

Legend

- City Boundary
- Sphere Of Influence
- Planning Area
- Agriculture - Prime
- Agriculture - Secondary
- Open Space - Conservation
- Open Space - Recreation
- Airport Clear Zone



Open Space

REVISIONS

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FIGURE ERME-6

GOAL ERME 14: SCENIC HIGHWAYS

POLICY ERME 14a

Enhance the scenic value of existing major streets in Santa Maria.

POLICY ERME 14b

Apply design standards to insure that major new streets will be attractive scenic corridors.

IMPLEMENTATION PROGRAMS

1. Continue the administration of the Entrada Specific Plan.
2. Adopt a specific design plan similar to the Miller Street Specific Plan for the future extension of College Drive.
3. Consider the feasibility of applying design standards similar to those in the Entrada Plan to Stowell and Betteravia Roads between U.S. 101 and Blosser Road.

GOAL ERME 15: ENERGY

The City seeks the overall reduction of energy consumed area-wide, reduced use of, and dependence on, the private automobile, and the development of a community wide energy conservation attitude.

POLICY ERME 15a

Enforce state mandated minimum performance standards for energy conservation in new buildings.

IMPLEMENTATION PROGRAMS

The minimum performance standards for water and energy conservation mandated by the state will provide energy guidelines for new construction. For savings in excess of these standards, the City should consider adoption of an energy ordinance which would: (1) apply specifically to local geographic, climatic and resource characteristics; (2) minimize the use of nonrenewable resources in construction of buildings and facilities; (3) facilitate the use of passive and active solar space and water heating systems; (4) encourage or mandate the recycling of reusable materials; and (5) develop alternatives for public transit. Energy conserving techniques applicable to new building design include:

1. Install natural gas furnaces, water heaters, pilotless ignition ranges and laundry dryers instead of electric appliances if solar is not provided.
2. Select appliances on the basis of energy efficiency.
3. Locate water heaters as close as possible to places of hot water use, and insulate hot water pipes.
4. Install clock-operated thermostats with day and night settings to control space heat.
5. Locate fireplaces entirely within the exterior wall of a structure, and prohibit natural gas outlets in fireplaces.
6. Equip fireplaces with metal fire boxes, heat exchangers and adjustable flues.
7. Maximize window area on the south sides of buildings, and minimize window area on north sides.

8. Install masonry floors and walls opposite south facing windows to store solar heat.

9. Insulate garage walls and ceilings.

10. When possible, use insulated skylights instead of electric fixtures to provide natural light in frequently used work areas such as the kitchen.

11. Use flourescent lighting for all installed fixtures.

Energy savings are also possible in land planning decisions.

1. Design and orient buildings to take maximum advantage of the sun for solar heating and cooling applications.

2. Provide storage areas for recyclable materials such as glass, aluminum cans and newspapers to encourage recycling.

3. Design collector and arterial streets to include bicycle lanes.

4. Use sodium vapor lamps for all street and parking lot lighting.



Housing Element

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B. Housing Price/Rent/Survey
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PREFACE

The revised and updated Housing Element was adopted by the City Council on July 7, 1987.

I. INTRODUCTION

The City of Santa Maria has experienced substantial population growth since 1980. However, in many ways, the recent growth is in keeping with the historical growth in the city. For example, the city's population nearly doubled—growing 10,440 residents to 20,027—from 1950 to 1960. In 1970, the city's population was 32,749, more than a 50 percent increase in the 10 years since 1960. From 1970 to 1980, the city grew to 39,685 residents. From 1980 through 1986 the city's population increased more than 31 percent to 52,046 residents in 18,959 households.

Although nearly 60 percent of the city's housing units are single-family dwellings, there are more housing units being developed at higher densities than in the past. For example, pending annexations to the city and areas currently zoned for nonresidential uses could result in a population increase of approximately 40,000 residents. Most of the residential growth could be in multi-family units based on residential projects being reviewed at this time by the city. The expansion of the city's housing stock with multi-family units is consistent with the regional housing allocation plan to provide additional affordable housing in the city.

This Housing Element identifies the city's existing population and housing characteristics and projected demand for housing. As required by state law and guidelines, this element also contains:

- An identification of households, age of housing stock and, household income.
- An assessment of the housing market and demand, recognizing employment characteristics and income levels.
- An identification of constraints.
- An assessment of potential expansion of the city's housing, based upon vacant land suitable for housing, annexations and rezoning of parcels.

- A housing needs assessment recognizing population growth, employment trends, and special household needs (i.e., young families, migrant farmworkers, female-headed households, etc.).
- An identification and assessment of a regional housing needs plan, including projected need in the city.[1]
- Policies, objectives and programs to maintain, the city's existing housing and expand housing opportunities.

One of the purposes of this Housing Element is to identify housing needs and programs to respond to those needs. Of the housing needs identified in this element, the greatest need is for housing affordable to families in the low and middle income range. As interest rates and construction costs rise, as in the past, only upper moderate income families can afford to buy homes without spending more than one-third of monthly income on housing. The problem of finding decent, affordable housing is not restricted to lower income households; it has become widespread and affects middle income families as well as lower income.

The city's policies and priorities included in this element are followed by a discussion of existing housing programs, programs the city is studying, and actions the city may undertake in the future. This element identifies how the city will adhere to the following requirements of the State Department of Housing and Community Development:

1. Preserving housing and neighborhoods - Consistent with the state guidelines, the housing program portion of this Housing Element describes the steps being taken to preserve existing housing and neighborhoods.
2. Preserving affordability - This element identifies housing programs to emphasize the importance of preserving affordability.
3. Standards and plans for adequate sites.
4. Accessibility - The Housing Element identifies the city's attempts to reduce the effects of discrimination in housing.
5. Adequate provision - The element includes housing programs to make a diligent effort to adequately provide for the housing needs of all economic segments of the community.

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1 A regional housing needs plan (see page H-25) is a state requirement for elements to include an assessment of type and tenure housing needs for all income levels.

Through the goals, policies and programs contained in this element, the city will fulfill the state's requirements. The programs described are intended mainly to serve lower and middle income households. These are the people who are not able to afford housing at today's market rates. The housing needs of upper income households generally are met by private enterprise without the aid of public subsidies.

II. COMMUNITY PROFILE

A. Population Characteristics

The 1980 U.S. Census reported a total population 39,685 persons residing in the City of Santa Maria. The current population is estimated to be 52,046 (January 1987),[1] an actual growth of 31 percent from 1980 to 1987. The greatest population growth occurred from 1950 to 1960 when the city's population nearly doubled, climbing from 10,440 (in 1950) to 20,027 (in 1960). The period from 1970 to 1980 also reflected substantial growth for the City of Santa Maria as the population increased from 32,749 in 1970 to 39,685 in 1980, representing more than a 21 percent growth rate.

It is currently estimated that Santa Maria will continue with a healthy development pattern through the end of the century. Building continues in the City of Santa Maria at the rate of approximately 500 units annually. The mean household size was 2.80 persons (the 1980 U.S. Census). The Area Planning Council (APC) estimates a decrease in mean househouse size to 2.71 in 1985.[b] It is projected that the population will increase by approximately 1,400 persons annually. This trend is expected to continue at least through the end of this decade and perhaps through the end of the century. This is particularly true since there are residentially zoned areas of the city that have not yet been developed.

The City expects the population to increase by 4 percent per year through 1990, 3 percent per year from 1990 to 1995 and 2 percent per year after 1995. It is not expected that the city population will increase significantly beyond these numbers since residential development at that time will be constrained by limited available land space for development. There is undeveloped land space in several unincorporated county areas contiguous to the City of Santa Maria on several sides which could be annexed to the city to increase residential development. (See housing program number 11 regarding annexation to encourage residential development.)

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1 California Department of Finance.

2 California Department of Finance estimated a mean household size of 2.886 in 1985.

B. Population by Age Characteristics

The current population within the City of Santa Maria is relatively young, with a median age of 27.9 years recorded overall according to the 1980 U.S. Census data. In 1975 the median age was 27.0 years; in 1970 the median age recorded was 24.5 years. This represents a slight aging in the city's population from 1970 to 1980. The apparent aging is probably the result of lower birth rates among whites and the increase number of young professionals coming into the city.

TABLE H-1

CITY OF SANTA MARIA POPULATION HISTORY[1]

Year	Polulation	Year	Population
1900	1,000	1970	32,749
1905	1,630	1971	33,550
1910	2,260	1972	34,000
1920	3,943	1973	33,500
1930	7,057	1974	33,250
1940	8,522	1975	33,645
1945	10,094	1976	33,850
1950	10,440	1977	34,850
1954	13,177	1978	35,539
1957	14,216	1979	37,150
1959	18,422	1980	39,685
1960	20,027	1981	40,297
1961	23,661	1982	41,721
1962	26,880	1983	44,308
1963	31,389	1984	46,680
1967	31,932	1985	48,345
1968	32,175	1986	50,533
1969	32,600	1987	52,046

1 Source: Advance Planning (January 1987).

When reviewed by age groupings, (unmarried or recently married and without children) 60 percent of the city's population is within the ages of 18-64 (23,795 persons). The smallest percentage of the population is in the 0-4 and 65+ age groups, with 8.7 percent and 10.7 percent, respectively. This accounts for 3,453 persons under age 4 and 4,227 persons age 65+. The remaining age group (5-17) accounts for 20.7 percent of the total population (8,230 persons).

The Hispanic population, the largest ethnic group residing in the City of Santa Maria, accounts for 29 percent of the total population. The age groupings for Hispanics is slightly different than that reported for the total city population. The age group 0-4 is 12.9 percent of the total population, but only 8.7 percent citywide, as noted above. The elderly population (65+) is only 4 percent among Hispanics, while it is 10.7 percent for the entire city. The age groups 5-14 and 15-59 are relatively the same as the overall city population at 60.5 percent 20.9 percent, respectively.

C. Population by Ethnic Characteristics

The City of Santa Maria is characterized by two major ethnic groups: Caucasian and Hispanic. Based on 1980 census data, the Caucasian population accounts for 62.9 percent and Hispanics for 29.2 percent of the total city population. Other ethnic/racial groups represented in the 1980 U.S. Census included Blacks at 2.0 percent; native American Indians at 1.3 percent and Asians at 4.6 percent. As already noted, the largest ethnic minority population residing within the city is Hispanic, therefore, much of the information which follows relates to this group.

The city's Asian population, while appearing small proportionately, reflects a growing segment. In 1970, the census did not distinguish an Asian population residing in Santa Maria, indicating it was less than 1 percent. Even as recently as 1975 there was virtually no Asian population. During the intervening five-year period, many Asians, those migrating from southeast Asia, settled in California in increasing numbers. The climate is very similar to their countries of origin and there are services and extended families who preceded many southeast Asians and thus attract others to locate within close proximity.

D. Household Characteristics

1. Household Composition

The demographics of the community must be reflected in the age of the population and in terms of household composition and economic placement. For purposes of this section of the community profile, a household is defined as any group of related or unrelated persons living together in a residence. The number of households residing within the community and the characteristics exhibited by that household are important planning information. Such information is used to identify overcrowded conditions, evaluate present housing conditions, and determine housing needs for the future by identifying any current patterns or trends which require special consideration. In other words, the City of Santa Maria must determine the number of households within the city and the composition of these households in order to evaluate current housing conditions and to plan for future housing needs within the city.

In 1980, the census reported a total of 14,040 households within the City of Santa Maria. This represents a 20 percent increase in the number of households since 1975, when there were 11,736 households reported. Further, this is a 38 percent increase in total households since the 1970 census when there were only 10,206 households recorded for the city. The total number of families recorded for the city for this period is 10,253. The increase in the number of households reflects the continuing growth of the City of Santa Maria. Corresponding to the population increase in the city, there were 15,333 households in 1983 and 18,257 households in as of January 1, 1987.

The mean household size for the City of Santa Maria in the 1980 census was 2.80. This represents a decrease in household size since 1975 when it was reported at 2.83, and a significant drop in household size from the 1970 recorded mean family size of 3.17 persons per household. The smaller family size is a trend which has been seen throughout the state and the country as more and more individuals are pursuing careers and deferring raising families or choosing not to have children.

Significantly, while the household size is toward smaller families, the household composition for Santa Maria is still largely reflected in families with children. A

total of 5,479 households were counted as families with children under 18 years of age, 39.0 percent of the total number of households. The number of married-couple families with children under the age of 18 years was 4,346, or 30.9 percent of the total households. Lastly, the total number of families headed by a woman, with no husband present, and children under the age of 18 was 968, or 6.9 perent of the total number of households within the city.

Further substantiating the married character of most of the households:

- A total of 5,479 households with children under 18, representing 39.0 percent of total households.
- Married-couple families with children under 18 number 4,346 households, representing 30.0 percent of all households.
- Families headed by a woman with no husband present and childred under 18, numbered 968 or 6.9 percent of the total households.

Further substantiating that the predominant household composition is married is the following data:

- 17,545 persons over age 15 reported marital status as married representing approximately 44.2 percent of total population.
- Only 7,381 persons reported marital status as single.

A recent trend in California is the conversion of apartment units into condominium type units. Conversions reduce the stock of rental housing while providing opportunities for lower cost housing ownership. Although some renters are able to purchase units or pay increased rental rates for units purchased by investors and offered for rent, many renters cannot afford the increased costs of owning or renting converted units. A 1979 State Department of Housing and Community Development study found that converted units often involve monthly cost more than double preconversion levels.

2. Age of Housing Stock

A study of the housing stock shows that most of the housing stock is relatively old. A substantial proportion, 12.5 percent, is 40 or more years old, which is frequently

the "life" of a dwelling. Forty-three and a half (43.5) percent is 20 or more years old and 71 percent of the housing stock is over 14 years old. Consequently, the proportion of new housing to total housing has also increased. Approximately one-quarter of the housing stock in Santa Maria is less than 10 years old.

As houses age, it is expected that some of them will deteriorate to the extent that is is not feasible to repair them. Thus the housing stock is diminished slightly by the removal of houses that have reached their life expectancy. The City of Santa Maria Department of Community Development estimates that only six or fewer residential structures are demolished each year. This figure is not significant, and may include units that are demolished for reasons other than old age, such as expeditious clearance of land in preparation for development; in many cases, older single family homes are located on multiple zoned land and are demolished and replaced with apartments or condominiums. Rehabilitation and preservation of dwelling units affordable to low and moderate income households add to the future affordable housing stock. In discounting future benefits of rehabilitated units to their present value, it is assume that 20 percent of these units could be removed per year without a rehabilitation program; therefore, rehabilitation would in effect add 20 percent of the rehabilitated units to the current housing stock. Programs undertaken by the city to conserve and rehabilitate older housing units will reduce the number of units needing replacement in the future.

The estimated number of housing units in need of rehabilitation is 1,887, and housing units in need of replacement 231 units. These estimates are based on 1980 census figures for number of units lacking plumbing as well as a 1983 estimate of housing units forty-five years or older within the city.

3. Migrant Farmworker Housing

According to the local State Employment Development Department (E.D.D.), the number of migrant farm workers in the area fluctuates from a high of at least 2,500 people in June and July, to a low in December. Since most of these workers live in family units, they require dwellings large enough to shelter the immediate family, and in some cases, an extended family. There is a need for special housing for farm workers, which is not necessarily met by the typical single family house. Since some farm workers are transient, decent, affordable housing may not necessarily entail

only permanent structures, but perhaps temporary or mobile units which entail only permanent structures, but perhaps temporary or mobile units which provide sanitary living conditions. On-site housing for seasonal workers may be the most satisfactory location for farmworker housing. The city will evaluate the results of a rural housing needs study being conducted by the Santa Barbara County Cooperative Extension (U of C Farm Advisor's Bureau) prior to participating in or formulating farmworker housing programs.

The only housing programs designed for the needs of migrant farm laborers are labor camps provided by the E.D.D. None of these camps exist in the Santa Maria area, and no funds are currently available to establish any new camps. Because of the areawide nature of this problem, it must be approached on a regional basis. The City of Santa Maria should cooperate with other local agencies in an attempt to solve this housing problem. The City of Santa Maria proposes that the Santa Barbara County-Cities Area Planning Council be designated at Lead Agency in formulating a regional plan, similar to the Fair Share Housing Allocation Plan, to provide farm worker housing. The city has contacted the Area Planning Council with a request that a program in which the city may participate be developed, most likely using Federal Farmers Home Administration funding for Section 514/516 loans and grants.

Section 514/516 funds may be used to build, buy or improve farm labor housing. Loans at 1 percent for up to 33 years are available to public and private nonprofit organizations (including farmworkers), public agencies and jurisdictions and individuals or organizations of farmowners. Grants for up to 90 percent of the total cash development cost are available to all of the above except farmowners.

4. Household Income

In 1984, HUD reported a median family income for the Santa Barbara - Santa Maria - Lompoc MSA, which includes the City of Santa Maria, of $31,900 (compared to $18,526 in 1980). The City of Santa Maria Community Development Department, in its census bulletin, uses HUD's median income figures for the city. In 1987 the median income for the City was $37,400 for a family of four.

E. Housing Market Characteristics[1]

There were a total of 15,018 housing units counted for the City of Santa Maria in the 1980 U.S. Census. The owner-occupied units numbered 7,504 and renter-occupied units numbered 6,536. The number of vacant units was 967 and, of the vacant units, the total number of ownership units was 360 and the rental units numbered 438. In 1980, the majority of the ownership units were vacant less than six months and had a median asking price of $67,700; the rental units were vacant less than two months and had a median rent asked of $257.

The greatest portion of the housing inventory in Santa Maria was built during the years of 1950-1970. A total of 7,976 residential units were constructed during this period. The annual number of residential units built has consistently been around 500 dwellings. Since the majority of the housing stock was built post 1950 — most of the units are in relatively good conditions and equipped with standard amenities.

The bulk of the housing stock in Santa Maria is characterized by single-family, detached units with nearly 60 percent of the total units.

The vacancy rate recorded in April 1986 for the City of Santa Maria by the Federal Home Loan Bank Board was 2.4 percent; this number represents a slight increase from 1980 when vacancy was determined to be 2.3 percent. The vacancy rate was much lower in single-family detached units at 1.8 percent than in single-family attached units at 2.1 percent. The vacancy factor in multi-family units was 3.8 percent, greater to that recorded as the total vacancy rate. Mobile homes had a vacancy rate of 3.0 percent. The vacancy rate recorded for a jurisdiction is significant in determining availability and choice of housing types. Authorities consider a vacancy rate below 5 percent as indicative of a housing shortage by type and tenure.

The 1980 Census reported a total of 345 owner-occupied units with households at 50 percent or less of the area median income; in Santa Maria, in 1980, this figure was estimated at $8,000 annual income.

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1 This portion of the text is derived from 1980 census data, as required by state guidelines.

The potential for overcrowding in housing is great when the cost of housing is high and the supply of housing is limited. The element of overcrowding should be considered when attempting to identify housing needs. The U.S. Department of Housing and Urban Development defines overcrowded conditions as more than 1.01 persons per room. The 1980 U.S. Census reported 2.39 persons per unit as the median number for the City of Santa Maria and the persons per unit in owner-occupied units was 2.55 and 2.21 in renter-occupied units. In January 1987, the persons per unit was 2,832 for all units. Significantly, a total of 6 percent of all housing units within the County of Santa Barbara were determined to be overcrowded.

F. Housing Market Conditions

The median sales price to purchase an existing a single family dwelling in Santa Maria during the period 1982-83 was determined to be $78,500; in January, 1987 the median sales price increased to $85,000 for two-bedroom detached houses up to $154,000 for five bedroom detached houses. The price range for purchase of new single-family, detached housing was significantly higher than the median at $89,900 (2-bedroom) to $123,585 (4-bedroom). Existing single-family homes ranged in price from $67,500-$450,000.[1]

Monthly rental housing was available in a range of prices which provided housing units for all income levels. Single-family, detached rental housing was found to be available from $375-$1,250 monthly. Condominium rentals ranged from $440-$1,050 and apartments were available in the range of $250-$640.[1]

The personal income required to qualify to purchase the available housing makes it prohibitively expensive for certain income groups residing in the city.

Rental costs in January, 1987 have also escalated since the last housing cost survey was conducted. Apartments available range from $250 to $640 with few two bedroom units under $485, the average cost of those units included in the survey. Single family, detached housing was available in the rental stock in large numbers.

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1 Source: City of Santa Maria Planning Department; see Appendix B to this element.

Units included in the survey ranged in size from one to four bedrooms. The cost for the detached units ranged from a minimum of $375 for a one-bedroom house to a maximum of $1,250 for a four-bedroom unit. The average monthly rent for a one-bedroom unit was $429. The average rental for two bedrooms was $572 and $818 for a three-bedroom unit. There were also a significant number of condominium units available as rental housing. The monthly condominium rentals ranged from $425 to a high of $1,050, with one, two, three and four bedroom units available for rent. The average monthly rent is $631 for a two-bedroom condo.

G. Employment Characteristics

The total labor force in Santa Maria numbers 21,671 persons in 1984, according to the State's Employment Development Department. Worker classifications indicate employment of 13,473 persons in the private sector; 2,360 persons employed in various governmental agencies and 1,010 persons who claim self-employment status.

The civilian labor force numbers 18,678 workers. A total of 16,922 persons are reported to be employed and 1,756 persons were reported as unemployed. The first quarter 1985 unemployment rate recorded for the city was 5.3 percent, approximately the same recorded for the County of Santa Barbara.

The employment numbers for Hispanics, the largest ethnic group residing in the City of Santa Maria, was 5,020 persons in 1985. The number of Hispanics reported to be unemployed was 809 persons. The unemployment rate for Hispanics was 16.1 percent, significantly higher than that recorded for the city's total unemployment rate. Employment among Whites numbered 12,485 persons. Unemployment was below the average city rate at 5.3 percent. The number of unemployed was reported as 1,052 persons.

A total of 2,544 workers claimed completion of high school. White workers completing high school numbered 1,827 and 1,030 Hispanics reported a high school education. Another 2,352 workers reported having a college education. White workers with college education's numbered 1,811, far exceeding the 495 college-educated Hispanics (California Department of Finance).

Workers reporting travel time to work as under 14 minutes numbered 13,325 persons. Those persons traveling 15-29 minutes to place of employment accounted for 4,997 workers. Workers required to travel more than 30 minutes to arrive at place of employment numbered 2,128 persons.

The top three industries by employment were: retail trade, employing 3,356 persons; agriculture, accounting for employment of 2,192 persons; and, durable goods/manufacturing which reported employment of 2,727 persons. The top three occupations by employment were: administrative and clerical support, the reported occupation of 2,636 workers; precision production, craft and repair, the declared occupation of 2,313 workers; and, sales which was the reported occupation of 1,774 persons.

Industry profile highlights reveal the following: retail trade is the greatest single employer in Santa Maria. However, when combining all service industries (business/repair, personal, entertainment/recreation and professional), the service industry becomes the employer of the greatest number of workers. The percentage of Santa Maria residents who work outside the city is 27 percent. Santa Maria contains the greatest concentration of construction, wholesale trade and retail trade jobs in Santa Barbara County. Santa Maria shared the greatest proportion of transportation, communication and public utilities jobs in the county with Lompoc. Santa Maria had the smallest proportion of personal service and public administration jobs of any other community in the county.

III. CONSTRAINTS

There are constraints in both the governmental and market sectors of the community which often limit or seriously burden efforts to provide affordable housing. These constraints are usually not the fault of either public or private sectors, but result from activity over which neither has control (federal or state mandate market forces, etc.). The City of Santa Maria is no exception to these constraints. The following narrative describes with specificity the constraints of both government and market sectors which affect the production of affordable housing for all income households.

A. Governmental Constraints

One of the greatest obstacles to providing housing opportunities in the City of Santa Maria, as well as virtually all other communities, is the limited revenues available to provide direct housing assistance in the form of subsidies. While the City of Santa Maria's tax base is sufficient to support ordinary municipal services, it is not adequate to provide subsidies in the amounts required to finance housing programs for very low and low income households. The passage of Proposition 13 further curtailed municipal tax revenues. Funds generated are primarily needed to provide traditional services such as emergency services, public improvements and maintenance, etc. Certainly, tax revenues generated by the City of Santa Maria do not extend to fully providing the level nor the type of programs determined as necessary to meet the current housing needs identified by this housing element.

In the past, state and primarily federal subsidy programs were available to assist local governments. However, recent cutbacks at both levels of government have greatly diminished available funding for housing programs. The Section 8 New Construction HUD program has been virtually eliminated and no replacement program announced. Funding for other housing services and programs have also been severely curtailed. The result of these cutbacks is fewer housing dollars which filter down to the local level and an increasing demand for these dollars by all communities attempting to meet housing need.

The average time frame for most planning actions ranges from three (3) to eight (8) weeks. This includes the issuance of Planned Development permits. Due to the growing complexity of the land-use planning and development review process (i.e. increased regulation, greater attention to environmental impacts, etc.), stages of approval have grown in number. Site plans and subsequent working drawings are reviewed twice by relevant departments (i.e. Planning, Building, Fire and Public Works). Although the Building Department employs one in-house plan checker, the majority of larger projects are sent out to a plan check consultant. Depending on workload, the working drawings for out-of-house plan check may take up to four weeks for review. In certain instances, increased time-lags for permit processing can act as a constraint on local government's ability to provide housing in Santa Maria. An itemized list of processing and development fees will also be included in this section to illustrate cost as a natural constraint (see Table C in the Appendix to this element).

The City of Santa Maria conducted a land inventory survey in conjunction with the Housing Element. The purpose of the survey is to identify potential sites for residential development. The increases in population which would result from such activity would have serious ramifications to the provision of other municipal services, acting as a further constraint to providing affordable housing. These increment to residential population could require generating additional local dollars.

1. Wastewater Treatment: The city's wastewater treatment plant has an average annual flow capacity of 6,500,000 gallons per day (GPD). A peak capacity flow of 7,800,000 GPD can be maintained for short durations only. When the city reaches build-out within its existing incorporated boundaries (estimated in the Environmental Resources Management Element to be in 1988), a projected deficit sewage flow of 500,000 GPD is projected to result. However, the city has an adopted program to provide treatment system expanison through development fees.

   According to the city's Public Works Department, the 1985 annual average sewage flow for the entire city is approximately 4.8 million GPD. The wastewater treatment plant capacity was recently expanded to 6.5 million GPD at a cost of $10 million. The plant capacity could again be expanded by an additional 2,200,200 gallons per day (gpd) for an estimated expenditure of $4,500,000 (1981 dollars).

2. Population Increases: The population of Santa Maria will increase by 17,263 persons if total build out occurs within its incorporated boundaries under present zoning configurations. This would increase the population from 48,345 (in 1985) to 63,943 persons. If the 270 acres of industrial land being considered for rezoning to residential use is developed, the population could increase by 13,021 to a total population of 76,964. The annexations to the city which are being considered would add 11,861 persons to raise total population to 88,825 persons.

These projected population increases would have serious impacts on the city at three levels: public services and improvements; education; and water supply. First, the added population would require a significantly larger staff to provide the required city services. The costs for public improvements and maintenance requirements would also rise commensurately. Second, the additional children attending the public school system would require the addition of approximately 250 teachers to the educational system and a certain number of new schools would have to be constructed. Third, the Santa Maria basin is presently overdrafting 20,000 acre-feet of water per year. Additional population projected would certainly extend beyond current water allocation; the city is presently pursuing implementation of the coastal aqueduct which would provide additional water to the city.

B. Market Constraints

There is a significant disparity between housing costs and personal income which has resulted in the current "affordability" crisis in housing. Housing purchase prices escalated at an astronomical rate during the late 1970s, doubling in some areas, while incomes rose only by a few percentage points. The result is that many households could not qualify to purchase their current home today. Young families are finding it increasingly difficult to buy a home since they lack the financial resources for the down payment and debt service required for even the median priced home in most areas.

The 1987 median priced home in the City of Santa Maria was $105,331 for a three-bedroom single-family, detached housing. The 1987 median priced home was $85,000 for two-bedrooms, $105,500 for three-bedrooms, $132,500 for four bedrooms, and $154,000 for five-bedrooms. The annual income needed to qualify for the average priced home is about $34,800. Significantly, the median income recorded for the city in 1987 ($37,400) is 107 percent of the income required to buy the average home. Calculating monthly housing costs (using the HUD guideline of 30 percent or less for housing), the median income household could afford to allocate a maximum of $935.00 monthly toward shelter costs.

High interest rates in the past have also been an obstacle to housing affordability. Interest rates reached an all time high of 23 percent in 1981 but since have dropped dramatically to today's rates around 10 percent or less. The volatility of interest

rates is of course a function of the money supply system and a factor affecting housing costs over which the city has no control. Programs have been developed to provide assistance to households in the form of graduated mortgages, variable interest rates, etc. thus providing affordable financing to a certain number of households. It should be noted that some housing advocates indicate that interest rates will continue to be a major factor in housing costs until interest rates are below 6 percent.

Construction costs of the development of rental and ownership housing is also a factor of affordability. A conventionally built, single-family detached home of approximately 1,200 square feet will cost about $60,000 (excluding land costs) as compared to the same unit cost of $32,000 in 1978. Land costs, independently of construction costs, average about 25 percent of the total cost paid by the consumer. Labor and material costs are also rising, at the rate of about 6 percent per year.

The constraints to both governmental and market entities results in an inability for either alone to produce affordable housing. As previously mentioned, there are forces at work which are beyond the reconciliation of either sectors, and others are not correctable because of inadequate financial resources. These conditions contribute to the inability to provide affordable housing for all segments of the community and also signal the need to consider the implications of these constraints in the planning process.

IV. VACANT LAND INVENTORY

A significant factor in the high cost of housing is the acquisition of land. It is estimated that the cost of land accounts for among 25 percent of the total price of a home. The demand for housing and the built out nature of most urban areas combine to drive land prices up. It is the familiar lament of limited supply and greater demand. In addition to the problem of limited land availability for development sites, is the zoning configuration on sites which often contributes to the parcel either remaining vacant or not being used to its highest potential for residential development.

The vacant land inventory, pursuant to AB2853, requires:

> ". . . (3) an inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment and an analysis of the relationship of zoning and public facilities and services to these sites."

The city council recently directed staff to inventory land in the city with potential to rezoning for residential use (Figure H-1). The directive was to survey all parcels and not just industrial parcels. The following review of existing land use distribution provides a base from which to examine residential zoning requirements.

There are 2,911.23 acres (31 percent) of the city zoned for residential use. The residential configurations are: R-1, 2,026 acres (70 percent); R-2, 358 acres (12 percent); R-3, 434 acres (15 percent); and RMH (Residential Mobile Home), 94 acres (3 percent); of this acreage, 826 acres are vacant (see Table H.2).

The industrially zoned acreage within the city totals 1,990 acres (21 percent), although 1,310 acres of industrially zoned property is presently vacant. If industrial properties are developed at current annual rates, build-out would occur around the year 2020. Proceeding on the basis that the city may have an oversupply of industrial zoning; city maps, aerial photographs and land use surveys were used to designate parcels suitable for rezoning (see Figure H-1).

TABLE H-2

APPROXIMATE ACREAGE BY ZONING DISTRICT
(as of May 5, 1987)

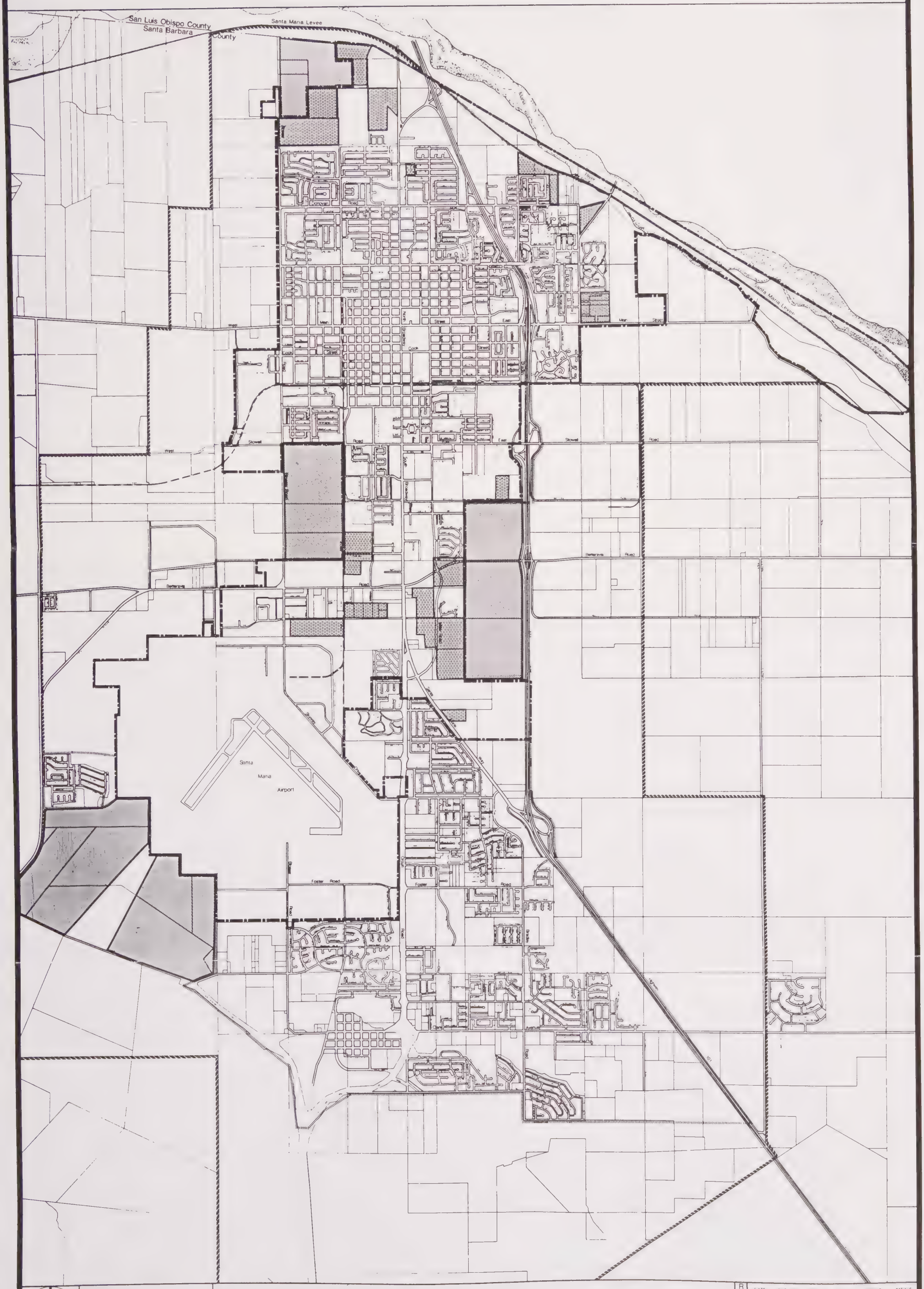
Zone	Total Vacant	Total Occupied	Total	Percent Vacant
Public Facilities	57.41	368.10	425.51	13.49
Open Space				
OS	993.68	1,136.90	2,130.58	46.64
PD/OS	2.48	0.00	2.49	100.00
Total	996.17	1,136.90	2,133.07	46.70
Industrial				
CM	28.81	165.10	193.91	14.86
PD/CM	64.01	66.79	130.80	48.94
PD/M-1	1,028.10	625.06	1,653.16	62.19
M-2	40.39	51.14	91.53	44.13
PD/M-2	60.42	117.94	178.36	33.88
Total	1,221.73	1,026.03	2,247.76	54.35
Commercial				
CPO	8.97	53.61	62.58	14.33
PD/CPO	48.01	14.71	62.72	76.55
C-1	1.18	9.65	10.83	10.90
PD-C-1	4.10	81.76	85.86	4.78
C-2	0.12	99.57	99.69	0.12
PD/C-2	74.63	325.48	400.11	18.65
PD/CC	0.00	0.96	0.96	0.00
FS	24.80	13.68	38.48	64.45
PD/FS	16.41	20.76	37.17	44.15
Total	178.22	620.18	798.40	22.32
Single-Family				
R-1	91.36	1,095.48	1,186.84	7.70
PD/R-1	126.96	88.40	215.36	58.95
R-1, 10,000	47.92	0.00	47.92	100.00
PD/R-1, 10,000	82.45	86.14	168.59	48.91
PD/R-1, 8,000	0.00	33.10	33.10	0.00
PD/R-1, 6,500	62.37	147.27	209.64	29.75
PD/R-1, 6,000	37.37	0.00	37.37	100.00
PD/R-1, 5,800	48.00	0.00	48.00	100.00
PD/R-1. 4,500	45.50	33.56	79.06	57.55
Total	541.93	1,483.95	2,025.88	26.75
Duplex				
R-2	37.47	180.25	217.72	17.21
PD/R-2	92.14	47.89	140.03	65.80
Total	129.61	228.14	357.75	36.23

City of Santa Maria General Plan

Potential Residential Development

Legend

- City Boundary
- Sphere Of Influence
- Planning Area
- Sites in City Available for Residential Development
- Sites Outside Sphere of Influence but Within City's Planning Area Available for Residential Development



1000 2000 4000

Potential Residential Development

REVISIONS

DATE	FILE NO.	INITIALS	DATE	FILE NO.	INITIALS

FIGURE H–1

TABLE H-2 (continued)

Zone	Total Vacant	Total Occupied	Total	Percent Vacant
Multiple-Family				
R-3	11.32	238.59	249.91	4.53
PD/R-3	142.90	41.04	183.94	77.69
Total	154.22	279.63	433.85	35.55
Mobile Home				
RMH	0.00	16.07	16.07	0.00
PD/RMH	0.00	77.68	77.68	0.00
Total	0.00	93.75	93.75	0.00
Airport Service				
AS-1	0.00	651.30	651.30	0.00
AS-11	100.00	85.74	185.74	53.84
AS-111	50.32	0.00	50.32	100.00
Total	150.32	737.04	887.36	16.94
Grand Total	**3,429.61**	**5,973.72**	**9,403.33**	**36.47**

Source: Advance Planning.

However, many of the areas likely to be developed for housing will need special design considerations. For example, parcels which are adjacent to the Santa Maria Valley Railroad right-of-way would require special noise attenuation as well as security fencing. There are also parcels which would need special design consideration due to proximity to arterial roadways and adjacent land uses.

Annexation of incorporated areas may, also, increase residential opportunities; approximately 5,615 residential units could be developed within the areas proposed for annexation.

V. HOUSING NEEDS ASSESSMENT

A. Purpose

The community profile which results from the data collection phase is useful only if the trends, patterns and housing needs of the city are extrapolated and used as a planning tool. The demographic data which has been processed for the City of Santa Maria reflects certain community characteristics; this information was reviewed to identify specific types of housing requirements. In short, the community profile provided needed background information for assessing housing needs within the City of Santa Maria.

In preparing the Housing Element, state law requires review of demographic data in the following categories:

- Analysis of population and employment trends;
- Quantification of existing and future housing needs;
- Inventory of land suitable for residential development;
- Analysis of market and government constraints;
- Analysis of special housing needs; and,
- Analysis of possible energy conservation measures in housing.

The following is a summary of the housing needs identified for the City of Santa Maria. The needs were based upon the patterns and trends disclosed by the accumulated demographic data used in developing the housing element.

B. Population Growth

The population within the City of Santa Maria has increased from 39,685 persons, recorded in the 1980 U.S. Census, to an estimated population to 52,046 persons on January 1, 1987. The growth is attributable to a steady increase induced by increased activities at Vandenberg Air Force Base as well as county-wide activities related to all processing and shipping and the city's efforts to maintain its share of the regional retail market.

C. Employment Trends

The current unemployment rate of 5.3 percent recorded for the City of Santa Maria is lower than that recorded statewide. This is largely the result of employment opportunities at Vandenberg Air Force Base (a major employer), recent offshore oil activities, and the seasonal characteristics of the agriculture industry, also a major employer. About two-thirds of Santa Maria's workers reported travel time to employment as less than 15 minutes, indicting a strong local employment.

The largest occupation groupings for Santa Maria were recorded in retail sales, agriculture and durable goods/manufacturing. The labor force is heavily concentrated in private sector employment (62 percent); the government employs 2,360 persons and self-employment accounts for more than 1,010 persons. The employment trend appears to be toward managerial, professional and highly trained technical persons to fill jobs now and within the foreseeable future.

Two factors are noted in the labor force within the City of Santa Maria: (1) it is extremely young; and (2) the unemployment rate among women and Hispanics is quite high. The higher unemployment rate for women may be attributable to limited child care services. The unemployment rate among the Hispanic population is affected by the number of transient farmworkers and the limited skills of many Hispanics which places this group at a disadvantage for the type of employment available in the City of Santa Maria.

D. Special Household Needs

The very young (median age of 27.9 years) character of the population within the City of Santa Maria creates special housing needs. The average family is unable to purchase market rate housing as a first-time homebuyer. Statistically, less than 20 percent of all households would be able to purchase their existing home with current income. The result is that there is greater demand for rental housing and for affordable home purchase. The household configurations may change as this young population matures, but initially the demand will be for smaller, rental units. There is also a significant population of families with children residing in Santa Maria; the special housing needs of this segment are generally for units with larger living space. Significantly, the lower median income recorded for Hispanic households and the larger household size may create a need for larger housing units.

Single heads of households, the overwhelming majority of which are women, typically have need for special housing assistance. A single parent often has a greater need for child care services, educational and employment needs and a greater need for available social services. Santa Maria recorded 968 single heads of households, less than 7 percent of the total households for the city according to the 1980 census. It is expected that the number of single heads of households will continue to remain small since the relative cost of housing prohibits significant in-migration to Santa Maria for this population segment.

The handicapped population reported for the City of Santa Maria is very small. The special housing and educational programs needed by this population are currently met through other government programs. The housing adaptations required to accommodate persons in wheelchairs and/or with other physical needs, is provided for under housing rehabilitation and improvement programs funded by Community Development Block Grant dollars. The city should continue to monitor this population and, when possible, adopt programs to provide funding for curb cuts, special lighting, auditory signalization, and any other public improvements to increase mobility for the handicapped.

The senior citizen population on fixed incomes also experiences difficulty in securing adequate housing at affordable rates. The senior population within the City of Santa Maria is small but is growing steadily. However, the high cost of rental and purchase housing within the City of Santa Maria presents limitations to securing housing for the elderly population. The city should pursue funding sources to build affordable senior housing. Additionally, this population should continue to be monitored and adjustments made to provide assisted housing units as this segment increases in size.

There is a small population of seasonal laborers providing a work force for the agricultural industries located within the area. The housing needs of this segment of the population are somewhat different since their residency is often seasonal. The city should include assistance for the migrant worker population within its housing programs.

VI. REGIONAL HOUSING NEEDS PLAN

Legislation governing the contents of the Housing Element of the General Plan was changed in 1980. Among the changes is a mandate that councils of government are responsible for determining existing and projected housing needs for its region. It is further mandated that type and tenure of need must be specified, as well as determining the housing needs for all households at all income levels. The Santa Barbara County/Cities Area Planning Council (APC) must also determine the share of the regional housing needs for each housing market area within the region.

A purpose of the Housing Element is to provide for the equitable distribution of the responsibility for meeting the housing needs for households at all levels among the jurisdictions within the region. In this case, it is an equitable distribution among all jurisdictions within the county of Santa Barbara. The concept of regional housing allocations evolved because many communities were enacting ordinances and zoning regulations which limited housing opportunities. The result was to shift the burden of providing housing to those communities with open housing policies.

The "County of Santa Barbara Regional Housing Needs Plan" addresses five separate regions or market areas. The five market areas referred to in the plan are as follows: Cuyama, Lompoc, Santa Maria, Santa Ynez and South Coast. Particular reference is given here to the Santa Maria region although reference will be made to the other areas. While the County of Santa Barbara has jursidiction over the entire region within the Santa Maria market area, responsibility is shared with the cities of Santa Maria and Guadalupe. (Note: The needs of households residing at Vandenberg Air Force Base were not included in the Regional Allocation Plan.) Approximately 65 percent of the assisted dwelling units in the county are in the City of Santa Maria.

A. Income Categories

Household income is a major factor in determining household need. Thus, the income categories used in this plan were: very low, low, moderate and above moderate. These income categories are defined as very low represented at 50 percent of the county median; low is 80 percent of the median; moderate is 120 percent of the median and all income over 120 percent of the median is classified as over moderate.

In real numbers, the median family income for the County of Santa Barbara was $31,900 in 1984, $34,000 in 1985 and is $37,400 in 1987. It follows that $18,700 or less in annual income is classified as a very low income household (50 percent of median income); annual income of $29,920 is a low income household (80 percent of median income); $44,880 is the annual income for moderate income households (120 percent of median income); and, any income greater than this is classed as an above moderate income household.

B. Existing Need

Existing housing need is determined using two criteria: (a) the condition of the housing unit; and (b) the cost to own or rent a unit. The census uses two conditions for determining housing need: (a) overcrowding (1.01 or more persons per room); and (b) lack of plumbing facilities. Significantly, based upon census data, it was found that 6 percent of all households in the county were found to be living in overcrowded conditions and 1 percent of all units in the county were found to lack plumbing. A list of housing conditions and age can be found in Table A in the Housing Appendix following this element of the General Plan.

The following table illustrates the number of renter households overpaying within each income category.

TABLE H-3

EXISTING NEED - OVERPAYMENT BY RENTER HOUSEHOLDS
CITY OF SANTA MARIA
(Total Number)

Income Category

Very Low	Low	Moderate	Above Moderate	Total Renter
1,957	594	171	25	2,747

Source: Santa Barbara County-Cities Area Planning Council Regional Housing Needs Plan 1984.

Overpayment is defined as 30 percent or more of income for shelter costs, based upon HUD guidelines. Overpayment was derived using renter households only. It was decided that homeownership is an alternative only for those households which qualify for the unit and are able to support it. Overpayment by owner households may be an additional expense, it is a decision made of choice and thus not indicative of overpayment and not included in determining need. According to the 1980 Census, 1,957 persons living in the City of Santa Maria were categorized as "very low" income renter households that overpaid and 594 persons were categorized as "low" income renter households that overpaid. (A complete list of the Santa Maria area household allocation criteria can be found in Table B in the Housing Appendix following this element of the General Plan.)

C. Projected Need

Projected new housing need is derived by the APC in their adopted Regional Housing Allocation Plan using the time parameter of April 1, 1983 through April 1, 1990. It is determined by subtracting the total estimated households from the projected number of households over the same time period.

Projected housing need is based on projections for April 1, 1986 through April 1, 1991. The need has been determined by substracting the total estimated households over the same period. Table H-4 illustrates the projected need within each income category.

TABLE H-4

CITY OF SANTA MARIA GROWTH IN HOUSEHOLDS, 1986-1991[1]

Total Households April 1, 1986	Total Households April 1, 1991	Growth in Households 1986-1991
16,883	19,006	2,123

1 Based on 2.4 percent annual growth factor.

Source: Santa Barbara County-Cities Area Planning Council Regional Housing Needs Plan (adjusted for appropriate 5-year time frame).

The estimated number of units in need of rehabilitation is 1,887 (or 12 percent) of the total households. The number of units in need of replacement is 231 (or 1 percent) of the total units within the city.[1]

D. Type and Tenure Need

Statistical information is presented in the Housing Assistance Plan (HAP) which compares structure type to income. Generally, the total percentage of households that rent are increased as income is decreased. This provides support for the proposition that many lower and even moderate income households cannot afford to purchase housing, demonstrating a need for affordable rental housing.

E. Regional Allocations of Existing and Projected Need

The controlling language of AB 2853 regarding regional housing allocations, requires the following:

> ". . . the distribution of regional housing needs shall, based upon available data, take into consideration market demand for housing, employment opportunities, the availability of suitable sites and public facilities, commuting patterns, type and tenure of housing need, and the housing needs of farmworkers."

As it relates to housing policies of jurisdictions within the region, the following is controlling:

> ". . . seek to avoid further impaction of localities with relatively high proportions of lower income households."

A jurisdiction's share of projected need is determined through the application of four evaluation criteria:

1. 1980 Census Distribution of Households by Income
2. 1980 Census Distribution of Overpayment by Renter Households

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1 Estimates based on 1980 census and 1983 age of housing figures, City of Santa Maria."

3. Location of Farmworkers and Place of Residence
4. Change in Assisted Households

The 1980 census distribution of overpayment by renter households is used as the measure of market demand. Generally, the indicator for additional affordable housing is when the proportion of overpayment of any income group in a jurisdiction exceeds that of the region. When the proportion of households overpaying is less than that of the region it is interpreted as a lower level of demand relative to the region.

The presence of farmworkers in a jurisdiction indicates a general need for housing for very low and low income households. When the proportion of farmworker jobs exceeds the proportion of farmworkers living there, it suggests that the jurisdiction should assume its share of the regional housing needs of farmworkers.

The fourth criteria by which a jurisdiction is evaluated is in efforts to provide for the needs of very low and low income households. For purposes of this document, any change in the proportion of assisted lower income households was measured from the 1981 Housing Needs Plan to the 1984 Plan.

F. Use of the Regional Allocation

The controlling legislation, AB 2853, mandates local jurisdictions to address the regional housing need allocation with the housing element. The City of Santa Maria reviewed its allocation based upon existing and projected housing need. However, the city's allocation was not the only measurement of housing need in the community and thus was not viewed in isolation. Other special groups such as the elderly, handicapped, large families, single heads of households, etc. and their specific needs were also considered in the housing element. The housing goals and programs contained in the City of Santa Maria's Housing Element were designed to provide a range of housing opportunities to meet the needs of all income groups, but with particular attention given to special need groups.

G. Projected Demand for Housing

Projected housing need is based on projections for April 1, 1986 through April 1, 1991. The need has; been determined by subtracting the total estimated households over the same period. The following tables illustrate the projected need within each income category.

TABLE H-5

CITY OF SANTA MARIA PROJECTED NEED BY INCOME GROUP

	Very Low Income Households	Low Income Households	Moderate Income Households	Above Moderate Income Households	Total Household Growth (1986-1991)
No. of Households	467	340	446	870	2,123[1]
Percent of Total	22	16	21	41	100

1 Based on 2.4 percent annual growth factor.

Source: Santa Barbara County-Cities Area Planning Council Regional Housing Needs Plan (adjusted for appropriate 5-year time frame).

VII. OVERALL POLICIES, OBJECTIVES AND PROGRAMS

A. Introduction

The housing programs are the most essential component of the Housing Element. It is here that the City of Santa Maria has set forth those actions and programs it commits to undertake to continue the maintenance, improvement and development of housing within the city, and to assure the existence of sufficient housing opportunities and choices for all residents within the city. The programs here described serve as direction for the implementation, evaluation and notice of completion of the city's primary goal of meeting identified housing needs as well as assisting in the overall goal of maintaining a range of housing choices. Thus, the programs proposed clearly indicate that the City of Santa Maria pledges a "good faith and diligent effort to provide housing," pursuant to Government Code Section 65583(c).

Included in this section of the Housing Element are the proposed and existing programs to be undertaken by the City of Santa Maria based upon the following format:

1. A description of the program, including implementation activity.
2. The agency/department charged with the responsibility for implementation.
3. The actual or potential funding source.
4. Quantified objectives of the program.
5. The schedule for initiation and completion of the program.

The housing programs have been divided into categories of housing development, improvement and maintenance. Each program is designed to address issues of affordability, condition, quantity and accessibility of housing for all Santa Maria residents. Notably, the City of Santa Maria has historically pursued all state and federal funding sources to maximize its resources and ability to encourage housing development and will continue to pursue all viable funding sources. The city presently uses its regulatory powers for purposes of maintaining the existing housing stock in safe, sanitary and decent condition and will continue this policy. The City

of Santa Maria has adopted programs designed to improve existing housing units and, it continues to explore programs and methods which improve housing for adaptability to the environment and standards of housing quality desired by the community Santa Maria.

Private industry has not been able to build housing in price ranges to meet the needs of these lower income households without significant public sector incentives. The City of Santa Maria does not have the financial resources with which to provide the subsidies needed to provide housing for households within this category. However, it should be here noted that there are fewer state and federal housing programs available to provide subsidies for such families. The Section 8 New Construction Program has been eliminated and no new program has been announced to take its place, and without the state and federal assistance, the cost of subsidies is prohibitively demanding on public resources for the city. However, the City of Santa Maria will continue to pursue programs which allow the maximum funding available for producing housing required for low- and very low-income families.

The City of Santa Maria has followed a policy of orderly and consistent residential growth. Recognizing that some areas of the city will change from current configuration through increased density, it is not the intention of the city to allow such development unless it maintains the current character of the community. It is also important to pace development with the city's ability to provide public services and facilities. Thus, the City of Santa Maria has developed and adopted programs within this Housing Element which consider the need for both public and private contribution that maximizes resources of both sectors to meet the community's housing needs to the greatest extent possible.

B. Overall Goals and Policies

GOAL H.1

Provide a decent home and a satisfying environment for every resident. More specifically, the City of Santa Maria has the following three policy objectives:

POLICY H.1a

Provide decent housing in a satisfying environment for all persons regardless of age, race, sex, marital status, ethnic background, source of income or other arbitrary factors.

POLICY H.1b

Provide housing selection by location, type, price and tenure.

POLICY H.1c

Develop a balanced residential environment with access to employment opportunities, community facilities, and adequate services.

OBJECTIVE H.1a

The elimination of blight, the prevention of blighting influences, and the deterioration of property, neighborhood and community facilities is important to the welfare of the community, principally persons of low and moderate income.

The elimination of conditions which are detrimental to health, safety, and public welfare through code enforcement, demolition, interim rehabilitation assistance, and related activities.

The conservation and expansion of the community's housing stock in order to provide a decent home and a suitable living environment for all persons, but principally those of low and moderate income.

The expansion and improvement of the quantity and quality of community services, principally for persons of low and moderate income, which are essential for sound community development and for the development of viable urban communities.

The reduction of the isolation of income groups within the community and the promotion of an increase in the diversity and vitality of neighborhoods through the spatial deconcentration of housing opportunities for persons of lower income and the revitalization of deteriorating or deteriorated neighborhoods to attract persons of high income.

GOAL H.2

Concentrate housing efforts where the need is greatest (i.e., low and moderate income households) and to achieve economically integrated residential environments within the community.

POLICY H.2a

Encourage the stabilization and revitalization of existing neighborhoods through private and public maintenance and rehabilitation of housing units.

POLICY H.2b

Protect the supply of low income residential units by encouraging maintenance of those units, particularly those covered by public assistance programs.

POLICY H.2c

Encourage the development of assisted housing in small concentrations, and increase the opportunities for low income households to qualify for assisted housing.

POLICY H.2d

Encourage the infilling of vacant residential sites within the city.

POLICY H.2e

Develop a transition program for redevelopment of older residential areas before available vacant land is completely developed.

POLICY H.2f

Work cooperatively with the Santa Barbara County Public Housing Authority and other governmental and non-profit groups to provide needed housing.

POLICY H.2g

Encourage county housing authority to rehabilitate public housing units.

POLICY H.2h

Continue to publish housing program brochures in Spanish to insure accessibility.

POLICY H.2i

Encourage and facilitate provision of low and moderate income housing through private enterprise.

VIII. SPECIFIC GOALS AND POLICES: HOUSING PRODUCTION

A. Housing Production Goal

It is the goal of the City of Santa Maria that housing production meet the identified housing needs of the community as well as maintaining the character of its residential communities.

B. Housing Production Policies

- Land use and zoning designations will be reviewed annually to assure compatibility with current development patterns.
- Changes in the character of residential neighborhoods, most notably increased densities, and methods for adapting to such changes while maintaining the integrity and viability of the neighborhood will be reviewed.
- Vacant and/or underutilized parcels which are suitable for development of a variety of housing types are to be inventoried regularly.
- The quality of housing units for lower-income households must be designed to be compatible with other residential housing to promote a balanced residential community.
- Manufactured housing production will be encouraged as a prescribed method of reducing the cost of construction.
- Mixed residential and commercial uses will be allowed when compatible with the existing community.
- Residential developer's will be required to consider the City of Santa Maria's adopted housing policies and programs when submitting development proposals.
- Balance employment opportunities with the provision of housing.

C. Housing Production Programs

1. State and Federal Financing

Coordination:	City Council/City Administrator/Community Development Department
Product:	250 Units
Funding:	General Funds for Staff Time
Implementation:	Ongoing

Synopsis: Actively pursue funding at the state and federal level to provide housing loans and subsidies for the construction and purchase of housing for low and moderate income households. Advocate legislation and funding for housing production as a state and federal priority.

Program Description: The results of recent cutbacks in funding for housing programs has exacerbated the already critical housing shortage. Legislators at the state and federal levels must be informed of the detrimental effects of these cutbacks and encouraged to sponsor legislation and to demand budget appropriations for housing. Advocacy at the local level must be directed toward establishing housing as a local, state and federal priority.

The City of Santa Maria has actively pursued all available state and federal funding for housing programs. Currently, the city participates in the Community Development Block Grant Program. The city also makes use of the Section 8 Existing Rental Assistance Program. State programs providing housing dollars have also been incorporated into the city's housing programs. The City of Santa Maria has been an advocate of legislation and programs at the federal and state level for the allocation of housing funds. The city opposed recent reductions in federal housing programs. Legislators were advised of the critical need to maintain an active housing policy for the provision of safe and affordable housing for all segments of the community as a national and state priority.

Legislative Support: SB 22 (Foran, Chapter 97 of 1979) amended Section 50407 of the Health and Safety Code. Chapter 9, Sections 50735 through 50770 of the Health and Safety Code.

2. Local Financing Tools

Coordination:	City Council/City Departments
Product:	534 Housing Units
Funding:	Program Financing
Implementation:	Immediate and Ongoing

Synopsis: Analyze local financing tools such as assessment districts, redevelopment project increment financing, local bond authority and applying true cost for services for applicability to the City of Santa Maria. The purpose is to provide financing for housing production and the provision of services and facilities associated with the increased population.

Program Description: The use of subsidies is a method to provide housing for low and moderate income households. The elimination of many state and federal subsidy programs for the construction of subsidized housing has placed the burden of providing this category of housing on local governments. Added to the cost of subsidies is the provision of added public services and utilities occasioned by the increased number of households. These costs are a prohibitive drain on the financial resources of local municipalities. The result is that developments are drastically affected by reduction in scope and/or quality of the ultimate development. At times the project is shelved because financial requirements are beyond that which can be met by either the public or private participants. The use of local financing tools can produce the subsidies and revenues to sponsor and/or jointly participate with private developers.

The City of Santa Maria has an adopted redevelopment project area. The increment financing which accrues is allocated to capital improvement projects and to promoting housing production through subsidies. Assessment districts have also been successfully created in selected areas for purposes of installing and upgrading public improvement projects. The establishment of assessment districts are coordinated with residential development projects which include affordable housing. A local revenue bond program has not as yet been adopted by the City of Santa Maria. However, the city has participated in the county's mortgage revenue bond program.

Legislative Support: AB 630 (Frazee, Chapter 487 of 1982) Benefit Assessment Act.

3. Examining Standards for Building Sites

Coordination:	Community Development Department
Product:	250 Units
Funding:	General Funds for Staff Time
Implementation:	Immediately

Synopsis: Examine sites and current zoning to assure adequacy for meeting the identified housing needs of the community. The proportion of residentially designated areas must be proportionate to other zoning designations while allowing for adequate housing production. When efficient and effective, sites will be rezoned to encourage greater housing production.

Program Description: Productive sites, suitable for housing development, often lie vacant and/or underutilized under current zoning. Continuing analysis of such sites is critical in maintaining an updated inventory of appropriate development sites. It is also a method by which to monitor the relative health of a given area. The change of neighborhood character from single-family detached to multi-family is subtle, often taking place on the fringe of the neighborhood. Such changes can be detected early and measures taken to stem the change if it appears incompatible and, alternatively, the process can be accelerated through rezoning to higher density. The important factor is that zoning classifications would be reviewed periodically and appropriate action taken that assures maximum site availability for housing production.

Legislative Support: Government Code Section 65583 (a)(3) and (4)

4. Site Development Standards

Coordination:	Planning Commission/Community Development
Product:	Increase the Affordability of Housing Units
Funding:	General Funds for Staff Time
Implementation:	Immediate and Ongoing

Synopsis: Review and evaluate site development and residential unit construction standards. Design and development criteria which substantially add to the cost of housing but which are not essential to providing basic quality housing would be reviewed on a case-by-case basis.

Program Description: State law requires local governments to consider the impact of building site standards on housing development and to take affirmative steps to curb excessive requirements which make development of affordable housing prohibitive. Since development standards can add substantially to the cost of housing

to the ultimate consumer, they must be carefully reviewed for necessity. The livability and quality of the unit is not diminished by the reduction of development criteria in certain cases. Standards such as minimum square footage, lot size, set-back requirements, etc., should be examined to determine the necessity for the particular household configuration to be served by the dwelling unit.

The policy of the City of Santa Maria, vis-a-vis development standards, is to review proposals for the relative necessity of various standards in maintaining quality residential communities. It is recognized by the city that certain standards can be relaxed, depending upon the needs of the consumer at which the development is geared, i.e., senior citizens, families, single professionals, etc., without jeopardizing the quality of the units or the long-term viability of the project.

Legal Support: AB 2853 (Roos, Chapter 2320 and McCarthy, Chapter 1152 of 1980).

5. Matching Infrastructure and Housing

Coordination:	Community Development and Public Works Department
Product:	Service Demands Adequately Met
Funding:	General Funds - Special Fund Sources (Grants)
Implementation:	Ongoing

Synopsis: Analyze relationship of available public facilities and services to sites suitable for residential development to assure demand for services is met. Designate development sites in which affordable housing is located as priority recipient of capital improvements.

Program Description: The assurance of adequate infrastructure and public services to accommodate future growth is a critical component of housing production. When development is allowed to occur without adequate allowances for the increased demand levels generated by the housing production, it poses a threat to the viability of the entire community. Consideration must be given not just to the infrastructure requirements but to emergency services, public improvement maintenance, water, electrical power and other utility needs as well. Public health, safety and welfare are jeopardized without careful scrutiny of current and future capacity limits.

The City of Santa Maria is currently well-served by the present infrastructure system. However, there are several areas, adjacent to rapidly developing locations, which may be reaching capacity. The Five-Year Capital Improvement Plan, adopted by the City Council in 1984, designates those areas as priority for receipt of capital improvements. Further, each residential development project which comes before the planning commission is analyzed for its potential impact upon current infrastructure systems and public services requirements. In instances where a negative impact is foreseen, mitigating measures are considered, including the allocation of public funds in developments which include affordable housing (i.e., use of block grant and tax increment funds).

Legislative Support: AB 2853 (Roos, Chapter 1143 of 1980).

6. Permit Processing

Coordination:	Community Development Department
Product:	Incentive for Affordable Housing Production
Funding:	General Funds for Staff Time
Implementation:	Ongoing

Synopsis: The city has established a one stop, "fast track" permit process. The community development department coordinates the review and decisionmaking on required permits as well as providing information regarding the status of all applications and permits for residential developments.

Program Description: Building permits for the actual construction of new housing units cannot be obtained until the land development process is completed. This process may involve amendments to the local jurisdiction's General Plan, zone reclassifications, special or conditional use permits and subdivision map approvals. Obtaining these approvals, depending on how many and the types required, can involve significant periods of time and add great expense to the project. The fast track processing can reduce the time and expense involved.

The City of Santa Maria implemented a fast track permit process previous to this Housing Element. The one stop counter allows the developer to maintain contact with city staff on a regular basis and to determine the immediate status of all

required development permits. A charge is imposed to defray the cost of providing this service.

Legal Support: AB 941 (McCarthy, Chapter 846 of 1981) amended Section 65913.3 of the Government Code.

7. Density Bonuses

Coordination:	Planning Commission Approval/Community Development Department
Product:	Number of Units to be Determined
Funding:	General Funds for Staff Time
Implementation:	Immediate - Annual Review

Synopsis: Providing incentive in the form of increased density than would otherwise be allowed under the current zoning designation for developers willing to construct affordable housing units.

Program Description: Density bonuses can serve as an inducement for the development of affordable housing by providing incentive to the developer as well as speedy government response to the request for increasing density beyond current zoning designations. It is important to allow density bonuses only for projects which produce critically needed housing for low and moderate income households. Density bonuses also lower the associated costs of development to the ultimate homebuyer or renter since the total cost for development is spread across a larger group. The city amended the Land Use Element of the General Plan in 1981, to establish guidelines for the use of density bonsus and amended the zoning ordinance to provide for higher densities where senior housing is proposed.

Legislative Support: AB 1151 (Roos, Chapter 1207 of 1979) Chapter 4.3, "Density Bonuses and Other Incentives."

8. Mixed Use Redevelopment/Adaptive Reuse

Coordination:	Community Development Department
Product:	1,110 Units

Funding:	Private Market/State of California Department of Housing and Community Development
Implementation:	Ongoing

Synopsis: Underutilized and/or abandoned commercial or industrial property to be used for residential purposes through the use of zoning incentives and/or state funded housing program.

Program Description: Areas above commercial establishments which are often vacant or used marginally should be considered for redevelopment as residential units. Thoughtful architectural treatment can turn these unused spaces into attractive and affordable housing for single adults, the elderly and others seeking shelter close to shopping and transportation. The infusion of activity can assist in revitalizing or increasing the commercial success of downtown areas.

The City of Santa Maria will review the zoning regulations currently imposed in these commercial and industrial areas to determine the viability of converting such spaces to residential use. Funding provided by the state of Calfornia in the form of low interest loans for the improvement and/or adaptive reuse of single room occupancy hotels and other commercial reuse will be explored. The city's community development department will make available information about the potential of these programs to developers and encourage use of this program.

Legislative Support: AB 1119 (Gage, Chapter 1045 of 1979).

9. Manufactured Housing

Coordination:	Community Development Department
Product:	Residential Units as Permitted by Zoning Ordinance
Funding:	General Funds for Staff Time
Implementation:	Immediate and Ongoing

Synopsis: Actively encourage the production of housing units with new technology which reduces the ultimate cost of the unit. Sites should be identified throughout the city which are suitable for manufactured housing development.

Program Description: New technology which reduces the cost of housing to the consumer and/or which is suitable for housing to low and moderate income households should be adopted whenever possible. Manufactured housing brings such technology to the production of housing at lower cost. Manufactured housing is suitable for in-fill housing as well as for project development.

The City of Santa Maria, pursuant to legislative mandate, has identified sites which are suitable for manufactured housing development. Developers with experience in producing this form of housing have been sought and encouraged to consider the suitable sites within the City of Santa Maria. Individual homeowners have also been advised of the advantages of manufactured housing as a form of replacement housing. Information on the latest state-of-the art manufactured housing developments is maintained in the community development department and available to those interested in manufactured home development.

Manufactured housing is permitted on any vacant lot within the following zoning districts subject to the requirements of the district.

OS	Open Space
RA	Residential Agriculture
R-1	Single-Family Residential
RSL-1	Residential Small Lot/Single-Family Residential
R-2	Medium-Density Residential
RMH	Residential Mobile Home

Legislative Support: AB 2915 (Gage, Chapter 1149 of 1980), Sections 18075 et seq., Health and Safety Code.

10. Annexation Program

Coordination:	City Council, City Administrator, Community Development Department
Product:	5,615 Units
Funding:	Public and Private Funds
Implementation:	Immediate and Ongoing

Synopsis: Actively encourage residential development through annexation of land suitable for development.

Program Descriptions: Residential development is constrained as any municipality approaches build-out within its jurisdictional boundaries. The type and tenure of housing choice for low and very-low income households becomes limited as residential development slows. Additionally, as build-out approaches, the economics of supply and demand come into operation. As housing supply diminishes but demand remains strong, housing costs inevitably rise. This situation further constrains housing choice for low-income housholds.

The City of Santa Maria is pursuing an annexation strategy which will increase land suitable for residential development. The annexation will extend the city's geographic boundaries to take in undeveloped land as well as some existing residential development now included under unincorporated County of Santa Barbara jurisdiction, located south of Waller Park and West Main Street.

11. Land Banking

Coordination:Community Development Department
Product:57 Units
Funding:Community Development Block Grant
Implementation:Immediate and Ongoing

Synopsis: The city to purchase property and/or to use city-owned parcels which will be offered to developers at reduced cost specifically for the development of housing for low- and moderate-income households.

Program Description: Cities are authorized and encouraged to dispose of surplus land at less than fair market value for the development of low cost housing. The purpose is to provide incentive to developers in the consltruction of affordable housing units for that segment of the community unable to afford market rate housing. This allows the units to be maintained at affordable rates for specified periods of time.

The City of Santa Maria has successfully used the land banking technique to produce 22 affordable homes for low and moderate income families (Pepperwood Project). The city has also acquired a second site for development of a rental cooperative project for the elderly and handicapped. It is anticipated that 35 residential units on the property will be constructed. The city shall continue to seek appropriate sites for housing and, where feasible, purchase land with federal Community Development Block Grant funds. Restrictions on resale or transfer of the property will be placed upon the property in order to maintain affordability.

Legislative Support: Government Code Section 50569, 1971. AB 3150 (Hughes, Chapter 861 of 1980).

IX. SPECIFIC GOALS AND POLICIES: HOUSING IMPROVEMENT

The state's Housing Element legislation requires jurisdictions to identify programs to improve and preserve housing within the community. In view of recent cutbacks in available funding for the production of new housing, it becomes even more critical that every effort be made to preserve the existing housing stock in safe and sanitary condition.

The purpose of housing preservation programs is to assure the continued availability of dwelling units over a longer period of time. The bulk of the housing stock within the City of Santa Maria was built after 1950 and much of it built in the late 1960s and early 1970s. Thus, it is relatively new housing, most of which was constructed using modern building codes and techniques. However, it is important to maintain and upgrade this housing stock to protect against gradual deterioration and possible elimination.

Housing affordability is a primary concern of the Housing Element. Since existing housing is generally less expensive than newly constructed units, it increases the need for maintaining and preserving housing. There were a number of households identified as overpaying for housing needs in the most recently conducted U.S. Census. These households can find some assistance in housing costs with an increased inventory of existing housing units.

The following programs are adopted by the City of Santa Maria to improve the availability of rental and purchase housing for low-income residents. These programs include continued low interest rehabilitation loans through the Community Development Block Grant, continued participation in the Section 8 Existing Rental Assistance Program through the county of Santa Barbara, replacement housing for those lost through demolition and active neighborhood improvement programs.

A. Housing Improvement Goal

The goal of the City of Santa Maria is to meet the needs of persons currently residing in the city through the improvement of existing housing units and the promotion of greater housing affordability with the creation of a range of housing types.

B. Housing Improvement Policies

- All applicable federal and state subsidy programs will continue to be used to the greatest extent possible.
- Rehabilitation programs will be offered to upgrade and improve the existing housing stock.
- The elimination of deteriorated housing and the reversal of blighted neighborhood conditions is to be accomplished through neighborhood improvement programs.
- Existing rental inventory will be maintained by limiting condominium conversions.

C. Housing Improvement Programs

1. Federal/State Funding for Housing Subsidy

Coordination:	Santa Barbara County Housing Authority
Product:	Increased Rental Unit Inventory through the Section 8 Housing Program
Funding:	General Funds for Staff Time
Implementation:	Ongoing

Synopsis: The Section 8 Existing Housing Program provides rental assistance to low and very-low income households. Currently, the program provides assistance to low-income renters in 1,079 units. An additional 46 section 8 certificates have been allocated for the first quarter of fiscal year 1987. Households currently using this program will continue to be provided with assistance.

Program Description: The Section 8 Existing Program is the only method by which rental assistance is currently being offered on an ongoing basis. It is critically needed to assist low and very low-income households which typically are found to be overpaying for shelter costs. It is also a successful program for encouraging public/private participation in providing housing.

It is state policy to target the benefits of California's housing programs to low and very low households whenever possible. Thus, the state's limited and declining funds

are directed to reducing the cost of new housing and to meet the acutely critical rental housing needs which have been identified for low and very low income households.

The City of Santa Maria will continue to participate in the Section 8 Existing, Rental Assistance Program. The city will also actively pursue other funding sources and rental assistance programs. A request will be made to state and federal legislators to consider the need for additional funding for rental housing programs in annual budget allocations.

Legislative Support: SB 22 (Foran, Chapter 97 of 1979), amended Section 50407 of the Health and Safety Code. Chapter 9, Sections 50735 through 50770, Health and Safety Code.

2. Combining Public Improvements with Rehabilitation

Coordination:	Community Development/Public Works Department
Product:	Public Improvements in Neighborhoods
Funding:	General Funds/Special Programs
Implementation:	Ongoing

Synopsis: Public improvements are coordinated with neighborhood improvement programs. The planning commission periodically reviews capital improvement requirements and recommends scheduling for funding allocation at the earliest possible date to encourage private sector residential maintenance and improvement.

Program Description: Public improvements should be coordinated with the neighborhood improvements occurring with rehabilitation. Specifically, neighborhoods targeted to receive rehabilitation loans and in which neighborhood improvement programs are actively promoted should receive priority for public improvements. The city thus shows its support and commitment to upgrading the neighborhood.

The City of Santa Maria has identified neighborhoods for receipt of low-interest home improvement loans. The loans are funded from the Community Development Block Grant proceeds. Other neighborhood improvement programs are conducted in the area, including capital improvement projects to better serve the targeted

neighborhood. All city resources are directed to these neighborhood improvement areas to maximize the potential for improvement and to maintain the improved neighborhood conditions.

Legislative Support: Provision of funding through federal and state allocations.

3. Housing Unit Demolition and Replacement

Coordination:	Community Development/Building & Safety Departments
Product:	Limited Eliminations from Housing Stock
Funding:	General Funds for Staff Time
Implementation:	Ongoing

Synopsis: Each requested demolition of a housing unit will be carefully reviewed to determine absolute need for demolition and for rehabilitation potential to avoid unnecessary reduction of housing inventory. When demolition is required, efforts will be directed toward replacing the units in a timely fashion with housing compatible with the existing neighborhood.

Program Description: Each demolition of a dwelling unit results in a reduction to the available housing inventory. Even greater ramifications result when the unit proposed for demolition is occupied by families with low or very low-incomes. In developed neighborhoods the demolished unit is often not replaced and becomes the neighborhood eyesore as trash and debris are dumped at the vacant lot. The most significant consequence of unnecessary demolitions however, is the removal of a unit from the housing inventory; thus adding to the critical housing shortage. Whenever possible, it is necessary to encourage replacement of the unit on a one-for-one basis.

The City of Santa Maria has established review criteria which is applied to requests for demolition permits. The review is conducted to ascertain the necessity of eliminating the unit from the housing inventory. A determination of the dwelling unit's potential for rehabilitation is also reviewed. Clearly, if the unit is to be replaced by improved housing or by a greater number of units, it is recognized as advantageous and permits generally granted. However, when there are no accompanying plans to replace the unit, serious consideration is given to finding ways of preserving the unit.

Legislative Support: AB 2853 (Roos, Chapter 1143 of 1980).

4. Limitations on Condominium Conversions

Coordination:	Community Development Department
Product:	Continued Availability of Rental Housing
Funding:	General Funds for Staff Time
Implementation:	Ongoing

Synopsis: Minimize losses to the rental housing stock by limiting the number of units which can be converted to condominiums.

Program Description: The high cost of buying a home has permanently placed a large segment of the population out of the home market. The only available housing choice is a rental unit. During the last decade fewer rental units were produced because investment potential was lacking and a shortage of rental units resulted. Compounding the problem is the number of existing rental units allowed to be converted to condominiums, further limiting the available rental housing. Strict controls must be placed upon condominium conversion to minimize the losses in the rental housing inventory.

The City of Santa Maria, pursuant to legislation granting authority to regulate the conversion to apartments to condominiums, has implemented a severely limited program for conversion. Each request is scrutinized and reviewed against criteria for the development which meets new construction standards. Additionally, the number of units allowed to be converted annually is limited and no conversions are allowed which exceed this total annual allowance. Particular attention is given to assuring that the units to be converted are not providing housing for low and very low income households, displacing such households through condominium conversion is prohibited.

To mitigate the effects of condominium conversions on low and moderate income househouses, the city intends to enact a condominium conversion ordinance. Such an ordinance would include one or more of, but not be limited to, the following evaluation criteria before conversion is permitted.

1. Renter/ownership ratio.
2. Number of rental units constructed during the year prior to conversion request.
3. Rental vacancy rate.
4. Compliance with set development standards.
5. Tenant rights necessary to mitigate relocation impacts.

Legislative Support: SB 823 (Petris, Chapter 1192 of 1979) amended Government Code Section 66426. Also see City Ordinance No. 82-1029.

5. Residential Rehabilitation Loan Program

Coordination:	City of Santa Maria Redevelopment Agency
Product:	25 Units Yearly
Funding:	Community Development Block Grant
Implementation:	Ongoing from 1980

Synopsis: Continued use of Community Development Block Grant funds for low-interest and no-interest deferred loans for housing rehabilitation program. Building code standards are guaranteed in conjunction with the program to maintain and preserve existing housing stock up to code.

Program Description: The Residential Rehabilitation Loan Program was developed to improve the housing conditions of those low and moderate income persons who could otherwise not afford it. A second component of the program is to bring existing housing stock up to code.

Low-interest home improvement loans are made with city subsidizing the loans to lower income persons (80 percent or less of median income) from the current market interest rate to 6 percent. The other element is the deferred, no-interest loan for senior citizens and handicapped persons who need assistance but cannot qualify for conventional financing due to insufficient income. Under this option, no monthly payment is required and payment of the loan is deferred until the property changes

ownership. The city maintains a lien against the property until the loan is paid. This program is offered citywide, and provides a feasible means of home improvement for lower income, elderly and handicapped homeowners while ensuring a longer life to the existing housing stock in Santa Maria.

Initiated in late 1979, the city allocated $150,000 of its 4th and 5th year Community Development Block Grant funds to "write-down" or reduce the interest on home improvement loans from the current rate to 6 percent. In 1982, the city allocated $142,200 from its 9th year CDBG funds and in 1985, $114,576 was allocated for this program. These funds are used as subsidies on 6 percent rehabilitation loans and full payment on deferred loans. Loans of up to $25,000 for a term of 15 years are made through this program. The city's redevelopment agency is working in cooperation the Security Pacific National Bank who provides the loans and loan processing services.

To date, 74 loans have been made requiring a total of $284,552.41 in Community Development Block Grant funds for subsidies of 6 percent loans and payments of deferred loans. This assistance has enabled homeowners to borrow a total of $804,772.53 to finance much needed home improvements. Code violations have been corrected, faulty plumbing has been replaced and families suffering from overcrowding have been able to construct additional rooms. It is anticipated that 25 more loans will be processed in Program Year 1986-87. It is proposed that $221,200 of 12th year grant be allocated to continue the implementation of the program.

Legislative Support: Housing and Community Development Act of 1974 (P.L. 93-383) as amended by the Housing and Community Development Act of 1977 (P.L - 128).

6. Rental Rehabilitation Loan Program

Coordination:	City of Santa Maria Redevelopment Agency
Products:	Ten units are anticipated for the 1986-87 Program Year
Funding:	HUD administered Rental Rehabilitation Program
Implementation:	As of October 1, 1986 through June 30, 1987

Synopsis: Use of Rental Rehabilitation Program funds for low-interest loans for rental rehabilitation. Building code standards are guaranteed in conjunction with the

program to maintain and preserve existing housing stock. Cooperative efforts with the County of Santa Barbara Housing Authority assure low-income residency in rehabilitated rental units.

Program Description: The Rental Rehabilitation Loan Program is structured to provide housing opportunities to low-income persons while upgarding current housing stock. This program will provide 6 percent rehabilitation loans to owners of rental properties with the provision that matching funds for rehabilitation of the rental units are made. For every $5,000 in program funding utilized, one Section 8 certificate will be made available for the tenant(s) of the improved unit. Funding of $50,000 for this program was approved by HUD to be utilized during the 1986-87 program year. It is anticipated that approximately 10 units will undergo rehabilitation.

Legislative Support: Section 17 of the Housing and Urban-Rural Recovery Act of 1983.

X. SPECIFIC GOALS AND POLICIES: HOUSING MAINTENANCE

Production and improvement of housing is not the complete solution for meeting housing needs. It is the inclusion of programs designed to maintain the existing housing which is also an integral component of the Housing Element. The City of Santa Maria has recognized the existence of a segment of the population which is composed of persons whose basic shelter requirements have been met but whose financial resources do not extend sufficiently to maintain the unit. The city thus commits resources to programs which maintain existing housing while simultaneously funding programs that produce and improve housing within the city.

It is generally accepted that the high cost of homeownership allows fewer and fewer households to purchase a home. Significantly, a recent national survey determined that less than 15 percent of current homeowners could qualify to buy their existing home. A large and growing segment of the population must rely on a scarce rental market, with high rents inflated by demands which exceed availability, to meet their housing needs. An adequate supply of affordable rental housing will be an important consideration during the period covered by this Housing Element.

Another segment greatly affected by the high cost of housing, is the elderly. Such residents are generally on fixed incomes which greatly limits their housing choice. If costs continue to escalate at present rates it will become exceedingly difficult for these persons to secure housing at affordable rates. The likely result is a significantly greater portion of the population requiring housing subsidies of one form or another.

The quality of life within the community is deterimentally affected when arbitrary and discriminatory actions are practiced. Any arbitrary considerations such as age, sex, race, ethnic background, presence of children, etc. which are used to limit availability of housing is unacceptable. The segregation of the community because of economic considerations is also a negative influence on the healthy community. All reasonable efforts must be undertaken to prevent discrimination in housing.

The type and quality of the neighborhood in which we choose to live is an important consideration. Certain amenities such as green space, separation of residential areas from the intrusions of commercial and industrial activity, proximity to community services, transportation and employment are among the considerations which affect housing choice. It is through the careful planning and continued monitoring of the relative health of neighborhoods that nuisances are minimized and quality community life assured.

A. Housing Maintenance Goal

The quality, safety and habitability of housing within the City of Santa Maria is to be maintained. The quality and integrity of the residential communities within the City of Santa Maria is to be continued.

B. Housing Maintenance Policies

- Monitoring the physical conditions of the existing housing stock and neighborhoods and enforcement of neighborhood standards.
- Provision of city services which assist in maintaining the quality of the housing stock and the residential community in general.
- Provision of programs designed to prevent housing deterioration and the replacement of housing stock which is not suitable for rehabilitation.

- Prevention of discrimination in housing based upon arbitrary considerations such as age, sex, ethnicity, religion, marital status, presence of children, etc.

C. Housing Maintenance Programs

1. Code Enforcement

Coordination:	Building and Safety Department
Product:	Healthy and Maintained Neighborhoods
Funding:	General Funds for Staff Time
Implementation:	Ongoing

Synopsis: Maintain an active code enforcement program of regular inspection of neighborhoods and housing to assure the housing stock remains in habitable condition for the greatest length of time.

Program Description: Enforcing housing and building codes is an essential link to ensuring the safe and habitable condition of the housing stock and thus the continued viability of neighborhoods. If deteriorated housing conditions are ignored, this neglect often affects the entire neighborhood and begins a cycle which results in a blighted neighborhood. A program of regular inspection of the neighborhood and the housing stock contained therein, is essential to the maintenance of housing and neighborhoods at quality standards.

The City of Santa Maria has an active code enforcement program and a routine schedule for surveying each neighborhood for signs of housing deterioration and neighborhood decay. A regular response to citizen generated complaints regarding the condition of housing is also a part of the code enforcement effort. When such evidence is found, immediate steps are taken to correct the problems and thus maintain the stability of the housing and the neighborhood.

Legislative Support: SB 331 (Robbins, Chapter 1545 of 1982), added Health and Safety Code Sections 17995.3 to 17995.5.

2. Home Improvement Programs

Coordination:	Community Development Department
Product:	Quality Neighborhoods Maintained
Funding:	City Funds for Staff Time
Implementation:	Continuing

Synopsis: Provide informational brochures regarding available home improvement/rehabilitation loan programs to residents. Increase community awareness of self-help and rehabilitation assistance. Encourage neighborhood pride and self-reliance through neighborhood associations (such as homeowners' associations in condominiums).

Program Description: The general public must be informed of available programs to assist in the maintenance of their property. Such information should be actively disseminated through pamphlets, public announcements and distribution by code enforcemnt officials. Programs should be instituted within neighborhoods which increase pride and self-reliance.

The City of Santa Maria has prepared several information brochures which are designed to inform the public about available home improvement and rehabilitation programs. These publications are available at various public agencies and detailed information obtainable in the Community Development Department. Additionally, neighborhood meetings are conducted periodically which are designed both to provide information regarding programs and to discuss the needs of the neighborhood residents. Neighborhood associations and neighborhood watch programs are encouraged as a means of maintaining the standards of the community. Self-help rehabiliation is promoted along with city-assisted programs for the rehabilitation and maintenance of the housing stock.

Legislative Support: SB 910 (Petris and Roberti, Chapter 1354 of 1978).

3. Equal Opportunity in Housing

Coordination:	City Administrator and Community Development Director

Product:	Equal Housing Opportunities
Funding:	General Funds for Staff Time
Implementation:	Ongoing

Synopsis: Promote equal opportunity in housing by avoiding economic segregation and discrimination based upon age, sex ethnicity, religion, marital status and any other arbitrary considerations.

Program Description: All arbitrary discrimination in real property transactions is prohibited by law and steps must be taken to eliminate such practices. Recent court decisions have made it unlawful to discriminate against families with children and/or to limit residency to adults. If it is suspected that housing has been denied on the basis of religion, race, national origin, sex, or marital status, the matter should be brought to the attention of the local fair housing council or to the State Department of Fair Employment and Housing.

The City of Santa Maria has adopted as part of its housing policy an anti-discrimination ordinance. The ordinance prohibits discrimination in housing based upon any arbitrary factors such as race, national origin, sex, marital status, age, etc. The city's prohibition against such activity is specifically enumerated within the ordinance. The City of Santa Maria also supports the local Fair Housing Council with a financial and philosophical commitment. The housing programs sponsored by the City of Santa Maria have been designed to promote housing opportunities for all persons within the community.

Legislative Support: AB 1860 (Waldie, Chapter 1877 of 1961) added Civil Code Section 53 to Unruh Civil Rights Act.

TABLE A

JANUARY, 1986 HOUSING DATA

Total Housing Units	15,018
Owner-Occupied Housing Units	7,504
Percent of Occupied Housing Units	53.4
Vacant Housing Units	967
Lacking Complete Plumbing	
Year-Round Housing Units	158
Owner-Occupied Housing Units	17
Renter-Occupied Housing Units	116
Vacant for Rent or For Sale Only	11

Year Structure Built (Year-Round Units)

	Total	Total Occupied	Renter Occupied
1979-1980	879	649	380
1975-1978	2,127	2,044	1,081
1970-1974	1,177	1,137	522
1960-1969	4,799	4,553	1,846
1950-1959	3,177	3,030	1,192
1940-1949	1,243	1,141	699
1939 or Earlier	1,604	1,486	816

TABLE B

SANTA MARIA MARKET AREA HOUSEHOLD ALLOCATION CRITERIA, PROJECTED NEED

	Santa Maria Market Area	City of Guadalupe	City of Santa Maria	Unincorporated
1980 Distribution of Households:				
Percent Very Low Income	21%	22%	26%	12%
Percent Low Income	17%	28%	19%	12%
Percent Moderate Income	22%	28%	22%	20%
Percent Above Moderate Income	40%	22%	33%	56%
Total	100%	100%	100%	100%
1980 Distribution of Renter Households Paying Over 30 Percent of Income to Rent:				
Percent Very Low Income	69%	72%	71%	53%
Percent Low Income	22%	23%	22%	25%
Percent Moderate Income	7%	5%	6%	14%
Percent Above Moderate Income	2%	0%	1%	8%
Total	100%	100%	100%	100%
Farmworker Housing Needs:				
Percent Employed as Farmworkers	14%	49%	13%	11%
Percent Farmworker Jobs In Jurisdiction	10%	24%	4%	31%
Change In Percent Assisted Lower Income Households (1981 Plan to 1984 Plan)	-3%	+4%	-6%	+.6%
Assisted Units in 1981	1,145	77	1,060	8
Assisted Units in 1984	1,059	87	948	24

Source: Santa Barbara County - Cities Area Planning Council
Regional Housing Needs Plan 1984

TABLE C[1]

PERMIT AND APPLICATION FEES

A.	Use Permit	
	1. Cond. Plan. Com.	$280.50
	2. Cond. Zoning Admin.	221.50
	3. Temporary P.C.	280.50
	4. Temporary Z.A.	221.50
B.	Home Occupation Permit	
	1. 1st Permit	
	2. Renewal	
C.	Development Plan Review (Public Facilities and P.D. Overlay Dist.)	
	1. Minor Build. Less 10,000 s.f.	325.00
	2. Major 10,000+ s.f.	605.00
D.	Rezoning (including P.D. Overlay District)	413.00
E.	Development Plan Review	413.00
	1. Mobile Home Park	4.00/lot
F.	Annexation	974.00
G.	Landscape Review	44.50
H.	General Plan Amendment	708.50
I.	Variance	325.00
J.	Subdivisions (Preliminary Map Review)	
	1. Lot Line Adjust and Parcel Maps	96.00
	2. Subdivision Maps 5 or More Lots	150.00
K.	Tentative Subdivision and ParcelMap	
	1. Parcel Map	140.00 + 3.50/lot
	2. Subdivision Map 5 or More lots	509.00 + 3.50/lot
L.	Time Extension (Permits or Subdivision or Requests for modification of any permit or approval)	44.50

1 July 1, 1986. Revised every year effective July 1.

Community Development Block Grant Program
1987 Timetable

A. Citizen Participation Process

1.	Notify public of Request for Input	
	a. Notice to News Media (news release and legal ad)	1/26/87
	b. Letter to interested persons and organizations	1/26/87
	c. Memo to all City Departments	1/26/87
	d. Publication of news release and legal ad	1/30/87
2.	Written Citizen Input Period	
	a. Begin input period	2/2/87
	b. End input period	3/3/87
3.	Community Development Plan	
	a. Preparation	2/2/87 - 2/13/87
4.	CDBG/Housing Advisory Committee - Proposed Statement	
	a. Letter to committee members	2/20/87
	b. Preparation of Proposed Statement	2/23/87 - 2/27/87
	c. Packet to committee members	3/2/87
	d. 1st Committee Meeting - Staff Briefing/Public Meeting	3/10/87
	e. 2nd Committee Meeting - Adopt Committee Recommendation	3/12/87
	f. Notice to News Media and Posting of Statement	3/16/87
	g. Copies to Area Planning Council & Housing Authority for review and comment	3/16/87
	h. Translation	3/16/87 - 3/20/87
	i. Publication of Statement and Relocation Policy	3/20/87
5.	First Public Hearing/Planning Commission	
	a. Schedule meeting	2/20/87
	b. Notice to News Media and Posting	3/16/87
	c. Publication of news release and legal ad	3/20/87
	d. Preparation of staff recommendation	3/16/87 - 3/20/87
	e. Meeting date	4/1/87
	f. Compile written and oral input/staff report	4/2/87 - 4/10/87
6.	Second Public Hearing/City Council	
	a. Schedule meeting	4/2/87
	b. Notice to News Media and Posting	4/20/87
	c. Publication of news release and legal ad	4/24/87
	d. Meeting date	5/5/87
	e. Provide written responses to all written proposals	5/6/87 - 5/8/87

B. Final Statement Submission Process

1.	Final Statement	
	a. Preparation	5/6/87 - 5/8/87
	b. Notice to News Media and Posting	5/11/87
	c. Translation	5/11/87 - 5/15/87
	d. Publication	5/15/87
2.	Submission to HUD for review	5/22/87 (deadline 6/1)
3.	HUD issues Acceptance, Funding Approval (within 30 days of submittal)	6/30/87
4.	City executes acceptance documents	7/6/87 - 7/10/87
5.	Advise public of certification and Request for Release of Funds	
	a. Notice to News Media and Posting	7/13/87
	b. Publication of news release and legal ad	7/17/87
6.	City requests release of funds	7/27/87
7.	15-day waiting period	7/31/87 - 8/14/87
8.	Release of funds	8/17/87

C. Grantee Performance Report Preparation and Distribution

1.	Preparation of Grantee Performance Report (GPR) (period ending 6/30/87)	7/1/87 - 7/24/87
	a. Staff review	7/27/87 - 7/31/87
2.	Advise Public of Availability of GPR for comments	
	a. Notice to News Media and Posting	8/5/87
	b. Publication of news release and legal ad	8/10/87
3.	Submission of GPR to HUD & APC	8/21/87 (deadline 8/31)
4.	Advise Public of Submission of GPR to HUD	
	a. Notice to News Media and Posting	8/24/87
	b. Publication of news release and legal ad	8/28/87

D. Housing Assistance Plan (HAP)

1.	Preparation of HAP	9/1/87 - 9/25/87
	a. Staff review	9/28/87 - 10/2/87
2.	Submission of HAP to HUD (due 10/31/87)	10/9/87
3.	HUD issues approval (minimum of 30 days from time of submittal)	11/30/87

CCH/ac

January 14, 1987

RD-CDBGProg

CITY OF SANTA MARIA
COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM
FISCAL YEAR 1986-87 (TWELFTH YEAR) STATEMENT
PROPOSED AMENDMENT

The United States Department of Housing and Urban Development recently informed the City of an adjustment in its Fiscal Year 1986-87 Community Development Block Grant Entitlement from $489,000 to $590,000. This adjustment is the result of enactment of the Urgent Supplemental Appropriations Act, 1986, which includes a provision disapproving the deferral of $500 million in block grant funds. The proposed 1986-87 program activities, including amended allocations which reflect the additional $101,000, are described below. The major difference in the proposed amendment is the allocation of $80,800 to the Non-Profit Facilities Program. When this program was originally approved by the City Council, it was proposed that funding be provided from both the Residential Rehabilitation Loan Program and the Housing Incentives Program. The adjustment in the City's annual entitlement amount will allow funding of the Non-Profit Facilities Program without depleting the City's housing program funds.

HOUSING INCENTIVES PROGRAM

This is a unique program that offers a variety of incentives to developers to provide housing affordable to low and moderate income persons. The key incentive used to date has been land writedown.

CURRENT ACTIVITY

NEWLOVE SITE

The City acquired a site,which is located at 280-282 East Newlove, with block grant funds several years ago for the development of a housing project under the program. Subsequently, it was determined that the site be developed as a rental or cooperative project designed specifically for low income handicapped and elderly residents.

During the 1985 Program Year, a conceptual design competition was conducted and completed. Three proposals from developer/architect teams were submitted that included an architectural scheme as well as a financing package for construction of the project. A jury, consisting of two S.M.I.L.E. (Santa Marians for Independent Living Environment) representatives, two senior citizen representatives, a local architect, a Planning Commissioner, and a member of the City Council, reviewed the entries and selected the winners. In May, 1986, the City executed an option/agreement to negotiate exclusively with Jennifer Bigelow & Associates, who was the first-place winner in the design competition. The option/agreement will allow the developer to negotiate exclusively in preparing a proposal for development of the project. Subsequently, the developer has submitted a Section 202 Housing Program application to HUD.

Construction of this project is planned to begin in Fiscal Year 1986-87.

FUTURE DIRECTION

The City is currently in the process of developing a large scale low income housing project for potential homeowners. A conceptual plan has been approved by the City Council and a site chosen. A portion of funds remaining from previous years' allocations may be required to assist with acquisition and/or pre-development costs associated with this project.

It is proposed that $100,000 of the 12th Year Block Grant be set aside, in addition to any funds remaining from previous years, for the development of infill sites to provide housing for low and moderate income persons. An innovative program outline could serve as a prototype for the development of several infill sites. The benefit of such a concept would be to revitalize a deteriorating neighborhood area as well as expand housing opportunities, on multi-residential zoned property that is otherwise not being utilized.

RESIDENTIAL REHABILITATION LOAN PROGRAM

The Residential Rehabilitation Loan Program was developed to improve the existing housing conditions of lower income persons by subsidizing loans for rehabilitation work on single family owner-occupied dwellings. By subsidizing these loans, the City is able to reduce the annual interest rate for the property owner from the current market interest rate to 6%. The Redevelopment Agency is working in cooperation with Security Pacific National Bank, who is providing the loans and loan processing service.

The program is available to all lower income persons within the City limits. To date, 74 loans have been made, requiring a total of $284,552.41 in Community Development Block Grant funds for subsidies. This assistance has enabled homeowners to borrow a total of $804,772.53 to finance much needed home improvements. Code violations have been corrected, faulty plumbing has been replaced and families suffering from overcrowding have been able to construct room additions.

In the 1985 Program Year, the program was expanded further to include a Deferred-Payment Loan option for senior citizens and handicapped persons. This option is being offered to those who need assistance but cannot qualify for conventional financing due to insufficient income. Under this option no monthly payment is required and payment of the loan is deferred until the property changes ownership. The City maintains a lien against the property until the loan is paid. An extensive advertising campaign has already resulted in 9 deferred loans approved under the program.

It is anticipated that 25 more loans will be processed in Program Year 1986-87. It is proposed that $221,200 of the 12th Year Grant be allocated to continue the implementation of the program.

NON-PROFIT FACILITIES PROGRAM

The Non-Profit Facilities Program was developed to provide assistance to non-profit agencies for physical development activities that will create positive long-term effects within the community. Other program objectives include:

To benefit primarily low and moderate income persons.

To improve the community's public facilities that provide services including, but not limited to, those concerned with employment, crime prevention, child care, health, food, shelter, clothing, safety, drug abuse, education, energy conservation, welfare, or recreation.

To alleviate emergency conditions that may be threatening to the public health and safety of the community.

The program format is patterned after the City's existing housing programs in that eligible non-profit organizations are permitted to apply for assistance, just as individual households do now. Also, the methods of assistance are similar in that low-interest or deferred loans are used for rehabilitation, acquisition, construction, or the installation of public facilities or improvements. All loans will be secured by a deed of trust on the property.

It is proposed that $80,800 of the 1986 Block Grant be allocated to this program to fund the projects described below:

1. Acquisition of a residential structure for use as a shelter for battered women and children at a confidential location. A deferred loan in the amount of $30,200 will be provided to the Shelter Services for Women, Inc., for this purpose.

2. Construction of a new 50 X 100 foot building for the Work Activities Program to train developmentally disabled at the Santa Maria Association for the Retarded/Vocational Training Center. A 4% loan, in the amount of $49,900, will be provided for this purpose.

WESTSIDE REDEVELOPMENT PROJECT

The Westside Redevelopment Project, which is an eight block area bounded by Broadway, Cook, Pine and Chapel Streets is designed to complete the last segment of the downtown redevelopment effort, originally outlined in the adopted Redevelopment Plan for the Central Plaza Neighborhood Development Program, Central City Project. The objective is to eliminate existing urban blight and prevent additional deterioration in the eight block area. Successful completion of this project is not only important to the future of the central business district, of which it constitutes half, but is equally if not more important to the economic health of the community as a whole. If the City's position as a regional shopping center is to remain strong, and the associated tax base secure, it is imperative that this project be completed as quickly as possible.

Phase II of the project which is currently underway, entails the removal of structurally unsound buildings, the introduction of a number of new structures to house a variety of activities, and the construction of public parking facilities.

Considerable progress has been made in the 1985-86 Program Year which is outlined below:

1. The acquisition of property in the project area has progressed smoothly with no condemnation being implemented to date. As of 2-28-86, a total of twenty-eight properties or 80% have been acquired, and one additional property or 3% is currently in escrow. The City's

Acquisition Agent is negotiating with owners of four more properties (11%).

2. Concerning relocation, 33 individuals, 10 families, and 29 businesses have voluntarily chosen to move out of the project area to date. Each has received specialized relocation assistance and benefits to meet their individual needs. Only in a few cases where living circumstances were determined to be hazardous have the occupants been asked to move.

Demolition activities are scheduled to begin in July, 1986. Since the City has sold Certificates of Participation to provide the majority of financing for the project, only a limited amount of block grant monies are needed to complete the project. It is proposed that $70,000 of the 1986 Block Grant be allocated to this project.

ADMINISTRATION

As provided under the block grant regulations, it is proposed that no more than 20% or $118,000 of the 1986 grant be allocated to cover administrative costs.

RD-Proposed

U.S. Department of Housing and Urban Development
Los Angeles Office, Region IX
1615 West Olympic Boulevard
Los Angeles, California 90015-3801

NOV 19 1986

Ms. Barbara Sutton Hutchins
Community Development Department
City of Santa Maria
110 East Cook Street
Santa Maria, CA 93454-5190

Dear Ms. Hutchins:

SUBJECT: Community Development Block Grant Program
No. B-87-MC-06-0545-City of Santa Maria
Annual Housing Assistance Plan (HAP) Approval

In accordance with 24 CFR 570.306 and current instructions, this Office has reviewed your Annual Housing Assistance Plan for the period October 1, 1986 thru September 30, 1987. Based on our review, we find your Housing Assistance Plan to be acceptable and it is therefore approved. Accomplishments toward your HAP goals will be reviewed annually as reported in your HAP Performance Reports and as a result of our monitoring of your program.

Sincerely,

for Benjamin F. Bobo, Ph.D.
Manager
Los Angeles Office, 9.4S

Form A[illegible] Approved
No. 2[illegible]063

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM
ENTITLEMENT PROGRAM

HOUSING ASSISTANCE PLAN

1. NAME OF COMMUNITY: City of Santa Maria

2. GRANT NUMBER: B-87-MC-06-0545

3. PERIOD OF APPLICABILITY: FROM: 10/11/86 TO: 9/30/87

4. ☒ Original ☐ Revision ☐ Amendment

5. INCREMENTAL YEAR OF SUBMISSION: ☐ 1 ☒ 2 ☐ 3

6. HUD APPROVAL: [signature] (Signature of Authorized Official) 11-19-86 (Date)

7. INCORPORATION OF HAP, PARTS I - III, BY REFERENCE. Parts I, II and III of the HAP approved 3/5/86 are incorporated by reference and are not contained in this *(second)* ~~third~~ year submission. *(Latest amendment date of the HAP, Parts I - III, if any:* _____ *)*

PART IV - ANNUAL HOUSING ASSISTANCE GOALS

PROGRAM OR PROJECT *List HUD Assisted Rental Housing Programs first, then other Renter Programs and Owner Programs Separately.*	HUD	UNITS TO BE ASSISTED		LOWER INCOME HOUSEHOLDS TO BE ASSISTED			
		NUMBER OF UNITS	HOUSING TYPE	ELDERLY	SMALL FAMILY	LARGE FAMILY	TOTAL
A	B	C	D	E	F	G	H
Section 8 Existing Housing Assistance Payments Program (HUD)	X	50	NA	9	33	8	50
Housing Incentives Program Newlove Project (rental or cooperative)		29*	New	29*	0	0	29
Residential Rehabilitation Loan Program CDBG Owner Occupied		25	Rehab	15	5	5	25

*Includes approximately 19 units for the handicapped and [illegible] units for the elderly.

Narrative

Part IV - Annual Housing Assistance Goals

The attached table represents the second annual increment of the City's Three-year Housing Program and reflects proposed goals for the 1986-87 federal fiscal year.

Section 8 Existing Housing Assistance Payments Program (HUD)

The City of Santa Maria has experienced an increase of Section 8 allocations in past years due to lower rental rates in the North Santa Barbara County Area. The annual goal of 50 units to be assisted between October 1, 1985, and September 30, 1986, was exceeded; allocations for 64 units were made available. The annual goal proposed for the Section 8 existing programs for 1986-87 reflects a portion (50 or 1/3) of the City's Three-Year Housing Program. The Housing Authority continues applications for Section 8 allocations that may become available but information from that office indicates that the annual goal for the period of October 1, 1986, to September 30, 1987, of 50 units to be assisted is reasonable.

Housing Incentives Program

The objective of the City's Housing Incentives Program is to provide housing affordable to low and moderate income persons. This is accomplished by offering developers a variety of incentives to build affordable housing. The key incentive used to date has been land writedown.

A project site, located at 280-282 East Newlove, has been acquired by the City with block grant funds under the program. It has been determined that the site should be developed as a rental or cooperative project designed specifically for use by elderly and handicapped. Recent studies and demographic data compiled from the 1980 U.S. Census suggest that there is a great need in the community for elderly and handicapped housing.

A conceptual design competition was conducted and completed by a jury consisting of two S.M.I.L.E. (Santa Marians for Independent Living Environment) representatives, two senior citizen representatives, a local architect, a Planning Commissioner, and a member of the City Council. This jury reviewed the entries and selected the winners. In May, 1986, the City executed an option/agreement with the developer who was the first-place winner in the design competition. This agreement allows the developer to negotiate exclusively in preparing a proposal for development of the project. Subsequently, the developer has submitted a Section 202 Housing Program application to HUD and is seeking private financing at this time. Construction of this project is planned to begin in Fiscal Year 1986-87.

Residential Rehabilitation Loan Program

The objective of the Residential Rehabilitation Loan Program is to improve the existing housing conditions of lower income persons by subsidizing loans for rehabilitation work on single family owner-occupied dwellings. By subsidizing these loans, the City is able to reduce the annual interest rate for the property owner from 11.75% (current market interest rate) to 6%. The Redevelopment Agency is working in cooperation with Security Pacific National Bank, who is providing the loans and loan processing service.

Originally confined to a specific target area, the program was expanded in April, 1982, and is now available to all lower income persons within the City. During the 1985-86 Fiscal Year, the City Council approved expansion of the program to include the deferred loan option for low income, elderly and/or handicapped. To date, 79 loans have been approved requiring a total of $302,373 in CDBG funds for subsidies. This assistance has enabled lower income homeowners to borrow a total of $852,330 to finance home improvements. In addition, $64,794 in deferred loans have been provided through block grant funding. This amount reflects the number of deferred loans made under the program. Under this option, no monthly payment is required and payment of the loan is deferred until the property changes ownership. These loans are made at no-interest and the City maintains a lien against the property until such time that the loan is paid.

Twenty-four loans were approved in 85-86, one less than anticipated for that program year. It was proposed that 75 loans would be provided in the 1985-88 three-year period, 25 of which will be provided in the 1986-87 program year.

RD-HousNarr

U.S. Department of Housing and Urban Development
Los Angeles Area Office, Region IX
1615 West Olympic Boulevard
Los Angeles, California 90015-3801

RECEIVED
MAR 10 1986
COMMUNITY DEVELOPMENT
DV.

FEB 21 1986

Mr. Robert F. Grogan
City Administrator
City of Santa Maria
ATTENTION: Ms. Barbara Sutton Hutchins
110 East Cook Street
Santa Maria, CA 93454

Dear Mr. Grogan:

SUBJECT: Community Development Block Grant Program
Grant No. B-86-MC-06-0545, City of Santa Maria
Three Year Housing Assistance Plan (Hap Approval)

This office has reviewed and approved your Three Year Housing Assistance Plan for the period October 1, 1985 through September 30, 1988.

Assessment of actual accomplishments toward your HAP goals will be conducted annually as part of HUD's monitoring of your program.

Sincerely,

Robert D. [illegible]
Dr. Benjamin F. Bobo
for Manager, 9.4S

Form Approved
OMB No 2506-0065

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM
ENTITLEMENT PROGRAM

HOUSING ASSISTANCE PLAN

1. NAME OF COMMUNITY: City of Santa Maria

2. GRANT NUMBER: B-85-MC-06-0545

3. PERIOD OF APPLICABILITY: FROM: 10/1/85 TO: 9/30/88

4. DATE OF SUBMISSION: 2/18/86

4a. ☐ Original ☒ Revision ☐ Amendment

5. HUD APPROVAL: [signature] (Signature of Authorized Official) 3-5-86 (Date)

PART I - HOUSING ASSISTANCE NEEDS

TABLE I - HOUSING STOCK CONDITIONS

	TENURE TYPE	STANDARD UNITS		SUBSTANDARD UNITS		SUBSTANDARD UNITS SUITABLE FOR REHAB		
		OCCUPIED UNITS	VACANT UNITS	OCCUPIED UNITS	VACANT UNITS	OCCUPIED UNITS		VACANT UNITS
						Total	Lower Income	
		A	B	C	D	E	F	G
6	Owner	7,732	166	582	12	442	171	9
7	Renter	6,558	175	497	13	378	215	10

TABLE II - RENTAL SUBSIDY NEEDS OF LOWER INCOME HOUSEHOLDS

		ELDERLY	SMALL FAMILY	LARGE FAMILY	TOTAL
		H	I	J	K
8	Very Low Income	566	1673	335	2,574
9	Percent	22 %	65 %	13 %	100%
10	Other Lower Income	121	747	231	1,099
11	ETR	0	0	0	0
12	To be Displaced	1	6	4	11
13	Total	688	2,426	570	3,684
14	Percent	19 %	66 %	15 %	100%

PART II - THREE YEAR GOAL

TABLE I - UNITS TO BE ASSISTED

		REHABILITATION OF SUBSTANDARD UNITS	NEW CONSTRUCTION	CONVERSION TO STANDARD UNITS		HOME IMPROVEMENTS
		L	M	N		O
16	Owner	15	15	0		60
16	Renter	0	29	0		0
	(UNITS EXPECTED TO ASSIST LOWER INCOME HOUSEHOLDS)					
17	Owner	15	15	0		60
18	Renter	0	29	0		0

TABLE II - LOWER INCOME HOUSEHOLDS TO RECEIVE RENTAL SUBSIDIES

		ELDERLY	SMALL FAMILY	LARGE FAMILY	TOTAL
		P	Q	R	S
19	Households to be Assisted	30	98	22	150
20	Percent	20 %	65 %	15 %	100%

TABLE III - GOALS FOR HUD RESOURCES: SUBJECT TO LOCAL REVIEW AND COMMENT

		ELDERLY	SMALL FAMILY	LARGE FAMILY	TOTAL
		T	U	V	W
21	Households to be Assisted	30	98	22	150

HOUSING TYPE PREFERENCE *(Maximum Number of Units that will be Accepted)*

22

NEW	REHAB	EXISTING
120	20	150

23 ☒ *Check this box if the applicant wishes to review State Housing Agency proposals within its jurisdiction.*

PART III - GENERAL LOCATIONS

24 *Attach map identifying the general locations of proposed assisted housing.*

Revised 2-19-86

Form Approved
OMB No. 2506-0063

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM
ENTITLEMENT PROGRAM

HOUSING ASSISTANCE PLAN

1. NAME OF COMMUNITY: City of Santa Maria

2. GRANT NUMBER: B-86-MC-06-0545

3. PERIOD OF APPLICABILITY: FROM: 10/1/85 TO: 9/30/86

4. ☒ Original ☐ Revision ☐ Amendment

5. INCREMENTAL YEAR OF SUBMISSION: ☒ 1 ☐ 2 ☐ 3

6. HUD APPROVAL: [signature] (Signature of Authorized Official) 3-5-86 (Date)

7. INCORPORATION OF HAP, PARTS I - III, BY REFERENCE. Parts I, II and III of the HAP approved _____ are incorporated by reference and are not contained in this *(second) (third)* year submission. *(Latest amendment date of the HAP, Parts I - III, if any:* _____ *)*

PART IV - ANNUAL HOUSING ASSISTANCE GOALS

PROGRAM OR PROJECT *List HUD Assisted Rental Housing Programs first, then other Rental Programs and Owner Programs Separately.*	HUD	UNITS TO BE ASSISTED		LOWER INCOME HOUSEHOLDS TO BE ASSISTED			
		NUMBER OF UNITS	HOUSING TYPE	ELDERLY	SMALL FAMILY	LARGE FAMILY	TOTAL
A	B	C	D	E	F	G	H
Section 8 Existing Housing Assistance Payments Program (HUD)	X	50	N/A	9	33	8	50
Housing Incentives Program (CDBG)							
Newlove Project (rental or cooperative)		29*	New	29*	0	0	29
Residential Rehabilitation Loan Program (CDBG) (owner-occupied)		25	Rehab	5	15	5	25

* Includes approximately 19 units for the handicapped and 10 units for the elderly.

City of Santa Maria
Housing Assistance Plan
Part I - Housing Assistance Needs
Narrative

Table I - Housing Stock Conditions

The information reflected on this table has been derived, for the most part, through calculations based on 1980 Census data, the City's Housing Element adopted 9/16/80, the City's Housing Condition Survey of March 1975, and the City's Building Activity Report data compiled through December, 1984. In addition, the vacancy rate cited in the current Federal Home Loan Bank survey was applied to the total number of standard and substandard units to determine the number of vacant units.

The City defines "substandard" units as those units that are in "fair" or "poor" condition, as identified below, and do not meet the Uniform Building Code (1982 Edition) standards. These standards as used by the City have been found to exceed the Section 8 Existing Housing Quality Standards.

"Substandard suitable for rehab" units are defined as those units that are considered to be in "fair" or better condition as identified below. Those units identified below in "poor" condition are considered to be dilapidated and in need of demolition.

The classification system developed for rating the exterior condition of residential structures within the City is based on a special Housing Condition Survey conducted by the Community Development Department staff in 1975. The following rating system was used for the survey and relates to the definitions of "substandard" and "substandard suitable for rehab" described above.

E-1, Very Good: New and well maintained buildings.

E-2, Fair: Same as E-1, but buildings are ten years old or older.

G, Good:

G-1 - Having only slight, non-structural defects which are normally corrected during the course of regular maintenance.

G-2 - Showing a need for paint or other weather protection on exterior surfaces.

G-3 - Showing slight damage to non-structural components such as a porch, steps, eaves, or other appendages.

G-4 - Showing small stress crack in the exterior surfaces of the building, including stucco, brick and block walls and chimneys.

G-5 - Drain gutters are sagging or rusting, downspouts are damaged or missing or are in such condition as to cause damage to the eaves or foundation.

G-6 - Yard area is not well maintained and contains an accumulation of weeds or rubbish.

F, Fair:

F-1 - Repairs have been deferred to the point that deficiencies cannot be corrected during the course of regular maintenance.

F-2 - The porch or steps, or area leading to them are in such condition as to be considered unsafe.

F-3 - Exterior walls contain holes in the stucco or the siding is partially removed or pulled away from the supporting frame members.

F-4 - Exterior window sills or frames have deteriorated and show signs of rotting.

F-5 - Exterior yards include a haphazard accumulation of rubbish and discarded material.

P, Poor:

P-1 - The building has one or more critical or major structural defects resulting from either negligence, damage, or overstressing of the structural components.

P-2 - A building whose structural members were originally inadequately constructed or where a change in the type of dwelling unit has created a hazardous condition.

P-3 - Refers to a vacant lot with an accumulation of weeds, rubbish and junk.

In marginal cases, the grading of structures was influenced by the condition of the surroundings. If the structure was evaluated between a "G" and "F" rating or between an "F" and "P" rating, it was downgraded if it happened to have poorly maintained yards or unpaved streets.

It should be pointed out that the evaluation of structures was done by exterior inspection only. However, it has been found that interior surveys usually bear out the findings of exterior surveys.

A complete copy of the Housing Condition Survey and a detailed set of plans that is a supplement to the survey are on file with the City Community Development Department.

References:

1980 U. S. Census
Housing Element, adopted September 16, 1980, (certified by State Department of Housing and Community Development).
City Building Activity Reports (1/80 - 12/84)
Section 8 Existing Housing Quality Standards.
Housing Condition Survey 1975

Table II - Rental Subsidy Needs of Lower Income Households.

This table represents the rental subsidy needs of lower income households in Santa Maria as calculated through data provided by HUD.

The number of lower income households expected to reside for both current and planned employment in Santa Maria has been estimated to be zero (0), as determined by the Santa Barbara County-Cities Area Planning Council. The justification for this estimate is that the City of Santa Maria continues to have a greater share of lower income households than the County as a whole. Based on this same justification, it is anticipated that the number of lower income elderly households expected to reside in the Santa Maria area is also zero (0).

The City has taken measures to minimize the impact of converting rental housing to condominium or cooperative housing by adopting a condominium conversion ordinance on June 22, 1982. The ordinance not only makes it difficult to convert existing rental units to condominium units, but establishes strict standards for construction of new units as well. Since adoption of the ordinance in 1982, only forty-one units have been approved for conversion. There are no other units proposed or anticipated for conversion at this time.

Listed below are the estimated needs of Lower Income Minority Households. These estimates are based on 1980 Census Data which bears out that the total minority population in Santa Maria is 41.8%, 2.1% of which are Black, 1.0% are American Indian or Alaskan Native, 33.5% are Hispanic, and 5.2% are Asian or Pacific Islander.

Lower Income Minority Households In Substandard Housing

	Black	American Indian/ Alaskan Native	Hispanic	Asian or Pacific Islander	Total
Owner	5	2	75	12	94
Renter	6	3	95	15	119

Lower Income Minority Households Paying In Excess of 30% of Income for Rent

	Black	American Indian/ Alaskan Native	Hispanic	Asian or Pacific Islander	Total
Elderly	11	5	185	29	230
Small Family	42	20	665	103	830
Large Family	10	5	158	25	198

Lower Income Minority Households To Be Displaced

	Black	American Indian/ Alaskan Native	Hispanic	Asian or Pacific Islander	Total
Elderly	0	0	1	0	1
Small Family	0	0	5	0	5
Large Family	0	0	4	0	4

Regarding special housing needs of handicapped persons in the community, it is estimated that approximately 75 single individuals, 193 small family, and 46 large family lower income households are handicapped and in need of housing. These estimates were calculated by applying the percentage provided to us by the Area Planning Council. The APC derived this percentage from their special report "Housing Needs of Handicapped and Elderly" and the 1980 U. S. Census. The number of handicapped single individuals in need of housing remains the same as our last HAP based on information derived from a special local survey conducted in May, 1985. The survey, which included agencies that serve handicapped individuals in the Santa Maria area, confirmed that an average of 75 handicapped individuals are in need of housing. In addition, the Tri-Counties Regional Center has indicated that the housing needs of the handicapped remain fairly constant from year to year in the Santa Maria Area.

According to statistical information maintained by the Housing Authority of the County of Santa Barbara, approximately 60% of the households assisted through the rental assistance programs managed by their office, are headed by single individuals with dependent children. In applying this percentage rate to the total needs of lower income households, it is estimated that 1,285 lower income small family households and 307 lower income large family households are headed by single individuals with dependent children. To date, the City has assisted approximately 14% of the households under the Housing Incentives Program and 25% of the households under the Residential Rehabilitation Loan Program that have been headed by single individuals (all female) with dependent children. In those cases when it has been difficult for these individuals to qualify for a loan under these programs, we have encouraged the lender to allow cosigners so that they may qualify.

Concerning displacement, approximately 11 lower income households remain to be displaced from the City's downtown area as the result of the Westside Redevelopment Project (Phase II). These estimates are based on the Relocation Plan already prepared for the project and a special staff survey of all residents in the project area. Because the rents are extremely low in the project area, it is estimated that all of the lower income households to be displaced from the project area will need rental subsidies. All of these households will be afforded the necessary relocation assistance and benefits as specified in the Relocation Plan adopted by the City on January 18, 1983.

Part II - Three Year Goal
Part IV - Annual Housing Assistance Goals

These tables propose goals that the City hopes to achieve within the three-year period of 10/1/85 through 9/30/88 and within the 1985-86 federal fiscal year which represents the first annual increment of the Three-Year Housing Program. In an effort to meet these goals, the City will continue both of its CDBG-funded housing programs, as well as encourage the local Housing Authority to apply for any Section 8 Existing or New Construction allocations that may become available.

Housing Incentives Program

The objective of the City's Housing Incentives Program is to provide housing affordable to low and moderate income persons. This is accomplished by offering developers a variety of incentives to build affordable housing. The key incentive used to date has been land writedown.

Residential Rehabilitation Loan Program

The objective of the Residential Rehabilitation Loan Program is to improve the existing housing conditions of lower income persons by subsidizing loans for rehabilitation work on single family owner-occupied dwellings. By subsidizing these loans, the City is able to reduce the annual interest rate for the property owner from 14.5% (current market interest rate) to 6%. The Redevelopment Agency is working in cooperation with Security Pacific National Bank, who is providing the loans and loan processing service.

Originally confined to a specific target area, the program was expanded in April, 1982, and is now available to all lower income persons within the City. To date, 58 loans have been approved, requiring a total of $255,787 in Community Development Block Grant funds for subsidies. This assistance has enabled lower income homeowners to borrow a total of $669,755 to finance much needed home improvements. Code violations have been corrected, faulty plumbing has been replaced, and families suffering from overcrowding have been able to construct room additions.

On July 16, 1985, the City Council approved expansion of the program to include a Deferred-Payment Loan option for senior citizens and handicapped persons. This type of loan will be made available to those who need assistance but cannot qualify for conventional financing due to insufficient income. Under this option, no monthly payment will be required and payment of the loan will be deferred until the property changes ownership. The City will maintain a lien against the property until the loan is paid.

It is proposed that 75 loans will be provided in the 1985-88 Three-Year period, 25 of which will be provided in the 1985-86 year.

Section 8 Rental Assistance Program

Concerning the Section 8 program, Santa Maria's share of allocations has been on the increase over the last few years due to lower rental rates in the North Santa Barbara County area. Based on past experience, it is anticipated that approximately 150 households will receive assistance over the Three-Year period with approximately 50 proposed for the first annual increment.

Demolition

As the result of the City's downtown redevelopment project known as the Westside Redevelopment Project (Phase II), approximately 10 standard residential units will be demolished. Of these 10 units, three (3) are owner occupied (one (1) elderly, two (2) small family) and seven (7) are renter-occupied (one (1) elderly, six (6) small family).

Part III - General Locations

General locations for new construction of Section 8 units and other units are indicated in the Santa Barbara County Housing Allocation Plan (developed by the Santa Barbara County-Cities Area Planning Council). The census tracts recommended for this new construction are as follows as illustrated on the attached map:

Census Tract 20.01
Census Tract 22.03
Census Tract 22.04
Census Tract 23.02
Census Tract 24.02

Also attached is a map illustrating the locations of all CDBG funded projects as described in our goals narrative.

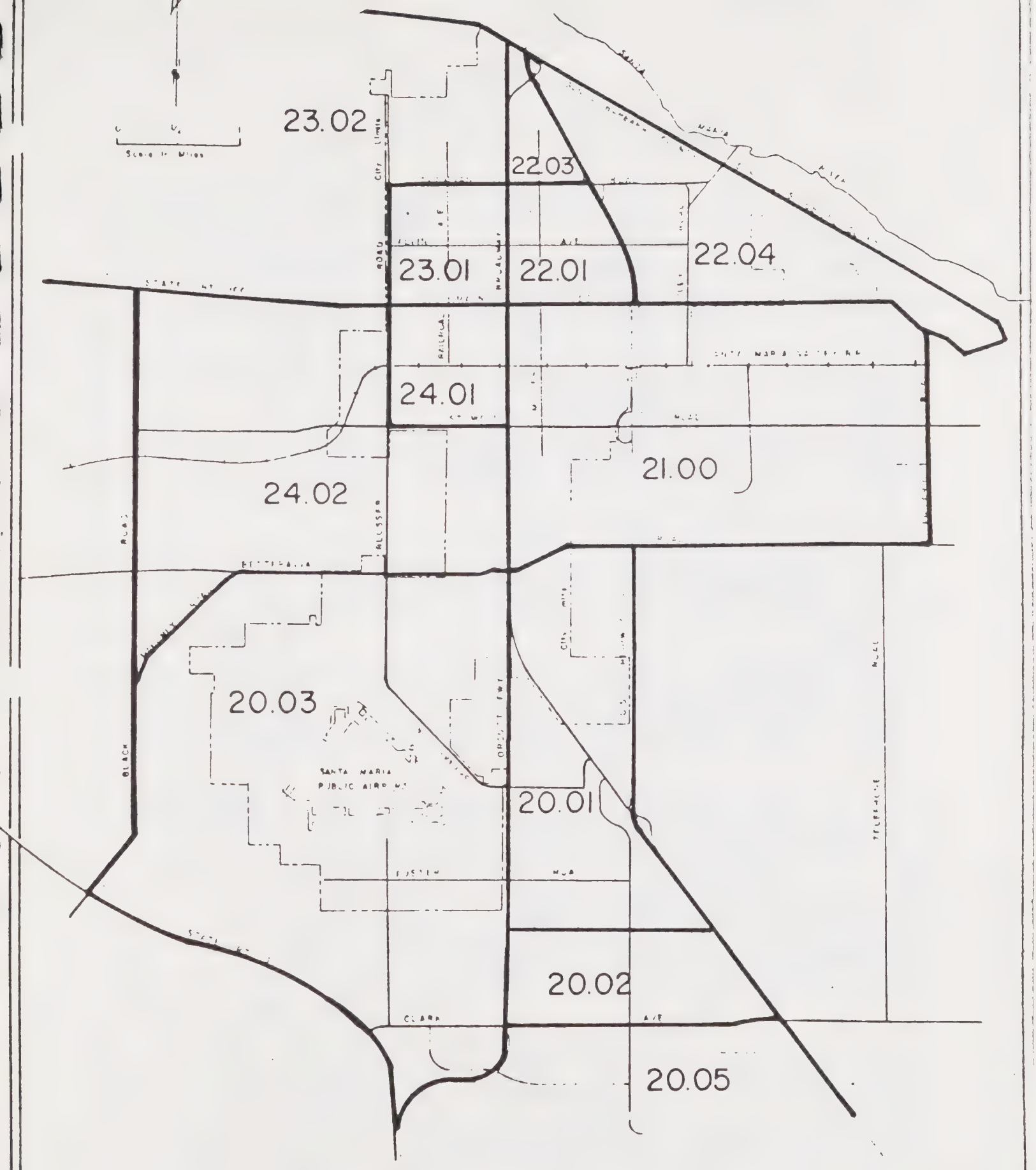
Concerning the City's single-family residential rehabilitation program, the boundaries of the program follow the City limit line as illustrated on the attached map.

The census tracts recommended for multi-family rental rehabilitation are as follows:

Census Tract 23.01
Census Tract 24.01

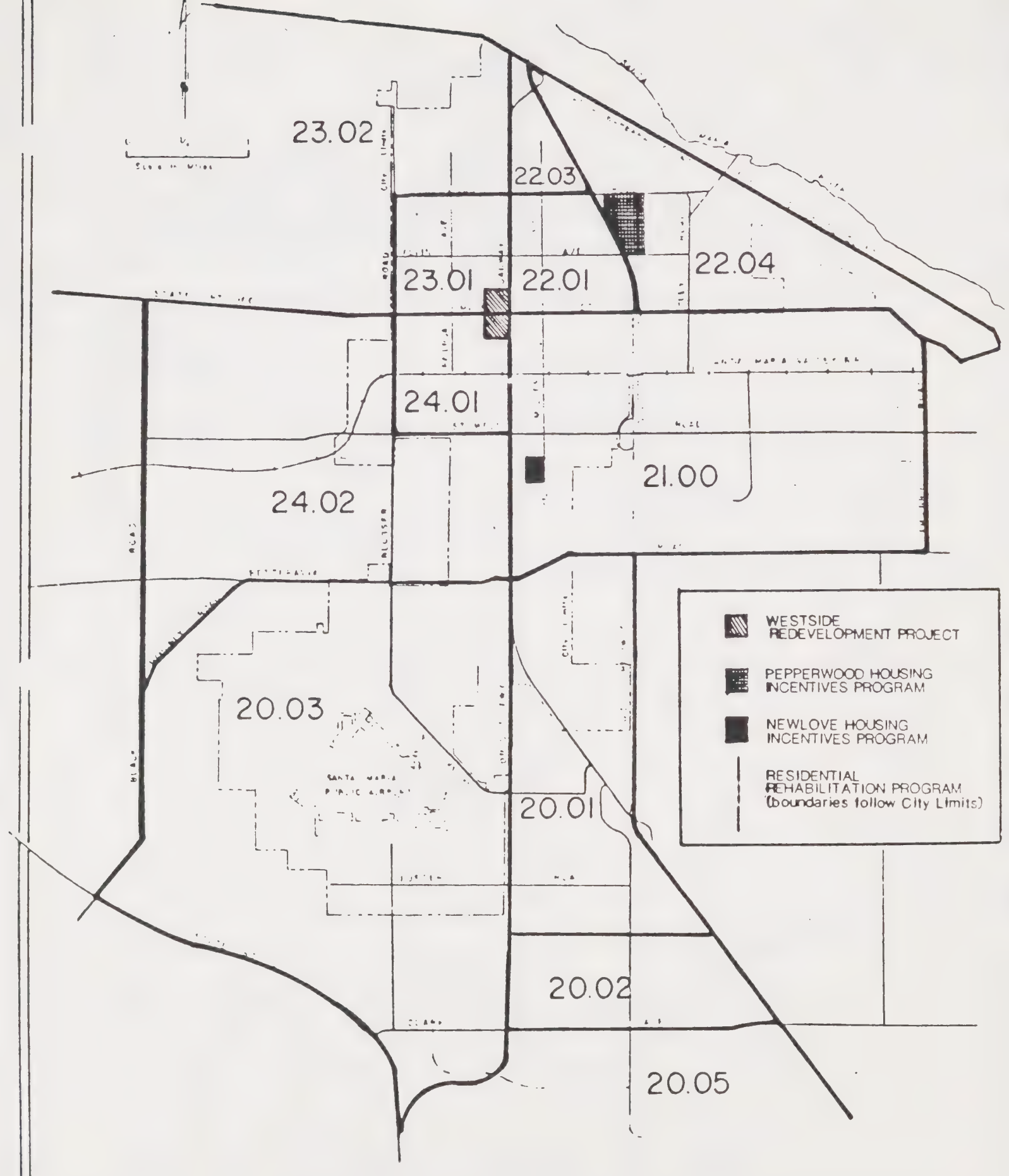
These census tracts have been identified as having the greatest concentration of substandard housing in the City, based on the Area Planning Council's report entitled "Indicators of Area Distress: An Introduction" (August, 1982).

RD-HAP



CITY OF SANTA MARIA
CENSUS TRACTS
1980

2-12-86



CITY OF SANTA MARIA
CENSUS TRACTS
1980

2-12-86

City of Santa Maria
Redevelopment Agency
Residential Rehabilitation Program

The purpose of Santa Maria's Residential Rehabilitation Program is to preserve the City's existing housing stock by assisting low and moderate income homeowners in making repairs and improvements to their homes. This Redevelopment Agency Program, administered by the City's Community Development Department, works by first requiring correction of building code violations, and then allowing homeowners to make other needed repairs and improvements that will make the homes more habitable.

Currently the program permits a homeowner to borrow up to $25,000 at an interest rate of 6% with a maximum term of 15 years. The Redevelopment Agency works with the Community Development office of Security Pacific National Bank to provide loans to eligible Santa Maria residents. The program is governed by federal regulations set by the Department of Housing and Urban Development (HUD) which provides funding for the work through the Community Development Block Grant Program.

The services of the Residential Rehabilitation Program have been available to Santa Maria residents since 1979. Initially the program was limited to a target area, but it is now being offered city wide. The Redevelopment Agency has utilized many different methods of outreach to inform the public about the program.

When the program first began, public meetings were held to provide information and stimulate interest. Since then there have been news releases, radio and television interviews with program administrators, and advertising campaigns. So far though the best advertisement appears to have been word of mouth as satisfied homeowners tell others about the program.

As stated earlier, the Residential Rehabilitation Program is funded through the City's Community Development Block Grant Program. The money is obtained from HUD through a lump sum drawdown. Block grant funds are normally made available to a community through a letter of credit, and funds may only be drawn down as needed with the stipulation that they be expended within three days. In the case of a rehabilitation program, however, Congress revised the Community Development Block Grant regulations to permit a community to draw down a lump sum sufficient to meet the anticipated funding needs for a period of up to two years. A small percentage of the drawdown is reserved to cover administrative costs, and the remainder is used to subsidize the interest rate on home improvement loans.

The Agency maintains an operating agreement with the Community Development office of Security Pacific National Bank. Under this agreement, Security Pacific assumes a major portion of the loan processing. In turn, the Agency deposits all Rehabilitation Program funds with Security Pacific, resulting in several additional benefits. Security Pacific gives the Agency a below market interest rate on the loans funded, allows longer repayment periods, and requires a lower loan origination fee. In addition, Security Pacific sets up the Agency's bank accounts so that interest subsidies can be paid out of the

lump sum drawdown as needed. This frees up a portion of the drawdown for investment purposes so that interest can be earned to help subsidize additional loans.

There are three separate accounts used for the Rehabilitation Program funds that are not currently being used. The interest earned is deposited into the Program Account where it can be used to subsidize additional rehabilitation loans. Bank officials assist the Agency in selecting the best investments.

The Program Account is the working account used to pay the loan subsidy to the bank. This account is essentially a savings account. After a homeowner executes loan documents, the bank bills the Agency for the amount required to subsidize the loan down to the program interest rate. The bank automatically withdraws the amount of the subsidy from the Program Account. If this account is running low and it appears that there may not be enough money to subsidize further loans, money is transferred from the Commercial Paper Account into the Program Account.

The Trust Account is a checking account. It is used to hold the money that will be paid out to the contractors working under the program. Once a homeowner has executed loan documents, the bank sends a cashiers check to the Agency made out in the name of the homeowner. The Agency has the homeowner endorse the check over to the Agency and then deposits it into the Trust Account. Progress and final payments are made to the contractor from funds held in the Trust Account.

The following is an outline of how the program works and what is involved in taking an applicant through the process.

When someone inquires about the program, staff first determines program eligibility. A participant must:

A. Live within the Santa Maria city limits.
B. Own and occupy the home.
C. Meet HUD income limits.

These income limits established by HUD are designed to ensure that only low and moderate income households benefit from the program. HUD defines low to moderate income households as, "... families whose incomes do not exceed 80 percent of the median family income of the metropolitan area, or in the case of families residing in nonmetropolitan area, of all nonmetropolitan areas of the State. (In determining the income eligibility of individual low- and moderate-income or lower-income families to receive assistance through direct benefit activities under the block grant program, applicants may use the applicable income limits published by HUD for lower-income housing assistance under Section 8 of the United States Housing Act of 1937 [42 U.S.C. 1437f])."

If it appears the applicant will qualify, staff discusses the type of work they want to have done and determines that:

A. The proposed improvements are eligible.
B. The scope of work is economically feasible within $25,000.

If after initial discussion, the homeowner is still interested, they are given a brochure explaining the program and issued a loan packet.

The loan packet consists of:

A. Eligibility questionnaire
B. Notice of loan origination fees
C. Authorization for inspection
D. Loan application
E. Release forms for credit information (2 forms)
F. Employment verification
G. Fair lending notice
H. Energy conservation checklist
I. Information on selection of a qualified contractor
J. Request for copy of grant deed

It is then the homeowner's responsibility to fill out the application forms if (s)he wishes to participate in the program.

The next step occurs when the homeowner returns the completed loan packet and staff:

A. Reviews packet to be sure it is properly completed.
B. Estimates a cost for proposed work.
C. Makes an appointment for initial inspection.
D. Informs applicant inspection must be completed before loan application can be sent to bank.
E. Schedules inspection with Building Inspector.

The next step is the initial inspection of the existing structure on the property by the Rehabilitation Planner and the Building Inspector. The purpose of this inspection is to note any code violations that may exist on the property. This inspection also allows the Rehabilitation Planner an opportunity to view the home and become familiar with the property. Any code violations that are cited by the Building Inspector must be corrected whether or not the homeowner's loan is approved. The initial inspection process includes:

A. Planner and inspector review existing structure.
B. Code violations are cited by Building Inspector.
C. Any code violations are noted by the Planner on the inspection sheet.
D. Planner may discuss loan terms and work to be done at this time.
E. Planner completes appraisal sheet.

After the initial inspection, staff submits the loan application package to the bank. The application package includes:

A. Loan application
B. Release forms for credit information (2 forms)
C. Employment verification
D. Fair lending notice
E. Grant deed
F. Cover letter (applicant loan information sheet)
G. Income verification
H. Flood zone information
I. Appraisal sheet

At this time, a homeowner case file is set up which contains the following:

A. Worksheet containing statistical information, (top sheet in the file) such as family size, census tract location, income status, and other information used by HUD to determine program performance.
B. An inspection sheet. (Appraisal form)
C. Eligibility questionnaire.
D. Copies of items sent to the bank.
E. A checklist of file contents attached to inside front cover of homeowner file.
F. An identification label for filing in alphabetical order.
G. Environmental checklist.
H. Entry in applicant index file.

If the loan is denied by the bank:

A. The homeowner is sent a denial letter.
B. The homeowners file is closed out.
C. A note is made in the applicant index file.

If the loan is approved by the bank:

A. The homeowner is sent approval letter.
B. The homeowner is advised that (s)he needs to:

1. Obtain 3 itemized bids for the proposed work.
2. Make a detailed list describing the work desired and provide a copy of this list to each contractor so that all contractors will be bidding on the same work. Plans are required for any structural changes made to the home.

Once the homeowner has received 3 bids, the bids are reviewed with staff. A contractor is tentatively selected and the bid reviewed for completeness. The homeowner is cautioned not to sign the contract at this time.

Now that the homeowner has selected a contractor, the following steps should be taken:

A. Verify contractors license and insurance.
B. Request loan documents in the amount of the bid from the bank (Downey Branch). In order to prepare the loan documents, the bank will need the following information:

1. The name and address of the homeowner.
2. The amount to be financed.
3. The term of the loan. (180 mo.)
4. The interest rate to the borrower. (6%)
5. That the loan proceeds are to be issued in one check.
6. The date the documents are to be signed.

The loan documents that will come from the bank will consist of:

A. Notice of right of rescission
B. Personal loan agreement
C. Deed of Trust (sign in front of Notary)

Once the loan documents have been signed, they are returned to the bank for processing. The homeowner has three (3) days to decide whether or not to proceed with the loan (period of rescission). Once this has passed, the work contract and the Authority to Begin Construction are prepared by the planner.

The work contract incorporates the contractor's bid and is the controlling document over the work to be done. The work contract is prepared by filling in the proper information based on the contractor's bid. The Authority to Begin Construction is prepared at the same time. This is the document that tells the contractor that he may begin to start work on the project. Both the contractor and the property owner receive a copy of these documents, while the originals are kept in the homeowner's file.

The bank will return the homeowner's copies of the loan documents along with a cashiers check made out to the homeowner in the amount of the contract.

A. The planner stamps the check "For Deposit Only" leaving just enough space above the stamp for signatures.
B. Homeowner endorses the check.
C. Check is deposited in the trust account.
D. Notations of the transaction are made in the ledger and the checkbook.

Work can now begin. Staff generally checks job progress daily, if only to drive by the site. Rehabilitation staff attends all inspections made by the Building Division.

As work progresses, the contractor may request progress payments. The program allows for two progress payments in addition to the final.

A 30% payment is made when 40% of the work is completed. Another 30% payment is made when another 30% of the work is completed (70% total). A final 40% payment is issued when work is completed and the job is finaled. The homeowner must authorize all payments.

When a progress payment is requested, the following steps are taken:

A. Request for Payment form is prepared.
B. The Disbursement of Loan Proceeds form is prepared. This form requires the signatures of City staff and homeowners.
C. Homeowner signs Homeowners Authorization of Progress Payment Form.
D. The check is prepared and signed by City staff.
E. The check is issued to contractor who signs:

    1. Disbursement of Loan Proceeds form.
    2. Contractors progress payment invoice.
    3. Release of Liens and Warranty form.

For a second progress payment, the same steps apply.

For final payment:

A. Work must pass final inspection.
B. Work must be completed according to contract.
C. A final release form is prepared.

D. A final request for payment is prepared.
E. An owners authorization of payment is prepared and signed by homeowner.
F. The Notice of Completion Form is prepared.
G. The final check is prepared and signed.
H. The homeowner must sign all forms.
I. The final check is issued to the contractor who signs final release and the disbursement of loan proceeds.

If a contractor cannot meet the completion date specified in the contract, a Request for Extension form is prepared and signatures are obtained.

The Notice of Completion form is given to the homeowner when (s)he signs the release. Attached to the Notice of Completion is an explanation of how to record the document.

All work done under the Program is guaranteed for one year after completion. If a problem should arise, the property owner contacts the City staff to make arrangements to have the problem rectified.

RD-RedevAg

APPENDIX B

HOUSING PRICE/RENT SURVEY
(1983 AND 1987)

HOUSING PRICE/RENT SURVEY

1983

Survey of the Santa Maria Times Classified Ad Section Listings
for Santa Maria/Orcutt on five consecutive Sundays (10/30/83--11/27/83)

# BR		SINGLE FAMILY (DETACHED) NEW	SINGLE FAMILY (DETACHED) EXISTING	CONDOMINIUM and TOWNHOUSE NEW	CONDOMINIUM and TOWNHOUSE EXISTING
?	MEDIAN PRICE	--	--	--	--
	# COUNTED:	--	--	--	--
	MINIMUM:	--	--	--	--
	MAXIMUM:	--	--	--	--
1	MEDIAN PRICE	--	$61,450	--	--
	# COUNTED:	--	*	--	--
	MINIMUM:	--	$61,000	--	--
	MAXIMUM:	--	$61,900	--	--
2	MEDIAN PRICE	$67,800	$77,500	$97,500	$84,700
	# COUNTED:	*	*	*	*
	MINIMUM:	$67,500	$64,900	$74,950	$63,000
	MAXIMUM:	$67,900	$129,000	$147,900	$129,500
3	MEDIAN PRICE	$106,675	$91,720	$111,000	$99,000
	# COUNTED:	*	*	*	*
	MINIMUM:	$75,500	$61,000	$88,950	$81,500
	MAXIMUM:	$147,900	$165,000	$115,000	$128,500
4	MEDIAN PRICE	$113,100	$132,950	--	--
	# COUNTED:	*	*	--	--
	MINIMUM:	$78,900	$78,000	--	--
	MAXIMUM:	$163,900	$298,000	--	--
5+	MEDIAN PRICE	--	$127,450	--	--
	# COUNTED:	--	*	--	--
	MINIMUM:	--	$98,000	--	--
	MAXIMUM:	--	$198,000	--	--

* No count was made in the 1983 survey.

The housing prices listed reflects only the ASKING PRICE of the unit. Sales prices are generally 95% to 97% of the asking prices depending on unit size and market conditions.

From the previous 6 mos., the average time a house/condo remained on the market was 59 days.

HOUSING PRICE/RENT SURVEY
Survey of the Santa Maria Times Classified Ad Section Listings
for Santa Maria/Orcutt on five consecutive Sundays (10/30/83--11/27/83)

# BR		MOBILE HOMES NEW	MOBILE HOMES EXISTING
1	MEDIAN PRICE	--	$15,900
	# COUNTED:	--	*
	MINIMUM:	--	$9,500
	MAXIMUM:	--	$17,900
2	MEDIAN PRICE	--	$39,950
	AVE PRICE	$52,750	--
	# COUNTED:	*	*
	MINIMUM:	$39,500	$17,500
	MAXIMUM:	$66,000	$75,000
3	MEDIAN PRICE	--	$46,900
	AVE PRICE	--	--
	# COUNTED:	--	*
	MINIMUM:	--	$39,500
	MAXIMUM:	--	$64,950
4	MEDIAN PRICE	--	--
	# COUNTED:	--	--
	MINIMUM:	--	--
	MAXIMUM:	--	--

The housing prices listed reflects only the ASKING PRICE of the unit.

This housing type was not available every week of the survey.

Monthly rent in the newest parks is $184 - $268.

HOUSING PRICE/RENT SURVEY

1983

Survey of the Santa Maria Times Classified Ad Section Listings
for Santa Maria/Orcutt on five consecutive Sundays (10/30/83--11/27/83)

# BR		SINGLE FAMILY (DETACHED)	CONDOMINIUM and TOWNHOUSE	APARTMENT
S	AVERAGE RENT	$250	--	$365
	# COUNTED:	***	--	***
	MINIMUM:	$250	--	$360
	MAXIMUM:	$250	--	$495
1	AVERAGE RENT	$250	--	$395
	# COUNTED:	***	--	***
	MINIMUM:	$250	--	$350
	MAXIMUM:	$250	--	$500
2	AVERAGE RENT	$510	$625	$445
	# COUNTED:	***	***	***
	MINIMUM:	$375	$500	$425
	MAXIMUM:	$650	$775	$495
3	AVERAGE RENT	$645	$765	$530
	# COUNTED:	***	***	***
	MINIMUM:	$475	$600	$500
	MAXIMUM:	$950	$1,200	$595
4	AVERAGE RENT	$735	--	--
	# COUNTED:	***	--	--
	MINIMUM:	$600	--	--
	MAXIMUM:	$1,000	--	--
5+	AVERAGE RENT	$1,000	--	--
	# COUNTED:	***	--	--
	MINIMUM:	$1,000	--	--
	MAXIMUM:	$1,000	--	--

All housing types were not available every week of the survey.

*** No count was made in the 1983 survey.

HOUSING PRICE/RENT SURVEY
Survey of the Santa Maria Times Classified Ad Section Listings
for Santa Maria/Orcutt on five consecutive Sundays (1/4/87 -- 2/1/87)

# BR		SINGLE FAMILY (DETACHED) NEW	SINGLE FAMILY (DETACHED) EXISTING	CONDOMINIUM and TOWNHOUSE NEW	CONDOMINIUM and TOWNHOUSE EXISTING
?	MEDIAN PRICE	--	$114,900	--	$87,000
	# COUNTED:		65	--	4*
	MINIMUM:	--	$78,500	--	$71,950
	MAXIMUM:	--	$189,950	--	$109,000
1	MEDIAN PRICE	--	--	$69,950	$74,000
	# COUNTED:			1*	2*
	MINIMUM:	--	--	$69,950	$74,000
	MAXIMUM:	--	--	$69,950	$74,000
2	MEDIAN PRICE	$89,900	$85,000	$81,950	$79,500
	# COUNTED:	7	33	6	55
	MINIMUM:	$76,950	$67,500	$71,950	$57,500
	MAXIMUM:	$109,990	$150,000	$91,950	$150,000
3	MEDIAN PRICE	$114,900	$105,500	$90,950	$98,500
	# COUNTED:	30	289	1	17
	MINIMUM:	$84,500	$71,000	$90,950	$66,950
	MAXIMUM:	$183,900	$260,000	$90,950	$115,900
4	MEDIAN PRICE	$123,595	$132,500	--	$93,325
	# COUNTED:	6	119	--	4*
	MINIMUM:	$97,500	$77,500	--	$92,900
	MAXIMUM:	$163,300	$285,000	--	$107,000
5+	MEDIAN PRICE	--	$154,000	--	--
	# COUNTED:	--	9*	--	--
	MINIMUM:	--	$149,500	--	--
	MAXIMUM:	--	$450,000	--	--

* This housing type was not available every week of the survey

The housing prices listed reflects only the ASKING PRICE of the unit. Sales prices are generally 95% to 97% of the asking prices depending on unit size and market conditions.

For the past 180 days, the average time a house/condo remained on the market was 78 days.

HOUSING PRICE/RENT SURVEY
Survey of the Santa Maria Times Classified Ad Section Listings
for Santa Maria/Orcutt on five consecutive Sundays (1/4/87 -- 2/1/87)

# BR		MOBILE HOMES NEW	MOBILE HOMES EXISTING
1	MEDIAN PRICE	--	$10,000
	# COUNTED:		1*
	MINIMUM:	--	$10,000
	MAXIMUM:	--	$10,000
2	MEDIAN PRICE	--	$53,725
	AVE PRICE	$56,895	--
	# COUNTED:	2	68
	MINIMUM:	$50,495	$12,000
	MAXIMUM:	$77,495	$89,500
3	MEDIAN PRICE	--	$45,000
	AVE PRICE	$63,995	--
	# COUNTED:	2	7*
	MINIMUM:	$50,495	$35,000
	MAXIMUM:	$63,295	$84,950
4	MEDIAN PRICE	--	--
	# COUNTED:		
	MINIMUM:	--	--
	MAXIMUM:	--	--

The housing prices listed reflects only the ASKING PRICE of the unit.

* This housing type was not available every week of the survey.

**Monthly rent in the newest parks is approximately $275.

HOUSING PRICE/RENT SURVEY
Survey of the Santa Maria Times Classified Ad Section Listings
for Santa Maria/Orcutt on five consecutive Sundays (1/4/87 -- 2/1/87)

# BR		SINGLE FAMILY (DETACHED)	CONDOMINIUM and TOWNHOUSE	APARTMENT**
S	AVERAGE RENT	--	--	$363
	# COUNTED:	--	--	51
	MINIMUM:	--	--	$250
	MAXIMUM:	--	--	$475
1	AVERAGE RENT	$429	$505	$421
	# COUNTED:	15	11	152
	MINIMUM:	$375	$440	$325
	MAXIMUM:	$525	$600	$510
2	AVERAGE RENT	$572	$631	$485
	# COUNTED:	69	158	203
	MINIMUM:	$315	$425	$360
	MAXIMUM:	$800	$1,050	$625
3	AVERAGE RENT	$703	$748	$577
	# COUNTED:	282	76	23
	MINIMUM:	$500	$575	$495
	MAXIMUM:	$1,000	$1,050	$635
4	AVERAGE RENT	$818	$683	$593
	# COUNTED:	44	3*	7
	MINIMUM:	$630	$675	$495
	MAXIMUM:	$1,250	$775	$640
5+	AVERAGE RENT	--	--	--
	# COUNTED:	--	--	--
	MINIMUM:	--	--	--
	MAXIMUM:	--	--	--

* This housing type was not available every week of the survey

**Approximately 50% of the ads listed some selling point such as ALL utilities paid, CATV paid, dishwasher/microwave/washer-dryer, garage or furnished apartment. Approximately 10% of the ads mentioned some sort of rental reduction (usually with a lease).

APPENDIX C

CITIZEN PARTICIPATION PLAN

Citizen Participation Plan

1979 / 80

as adopted by Resolution No. 79-4882 of the City Council of the City of Santa Maria – November 6, 1979.

city of santa maria

CITIZEN PARTICIPATION PLAN

Citizen participation has been a requirement of the Federal and State Governments for years, but this requirement has taken on new meaning with the adoption of the Housing and Community Development Act of 1974 which requires Cities receiving Block Grant funds to develop a Citizen Participation Plan.

As outlined in the rules and regulations for Community Development Block Grants, Section 570.303, the City is required to prepare a written citizen participation plan that outlines the procedures which enable the requirements set forth in this section to be implemented. The process of citizen participation must be provided at the community-wide level with regard to the overall block grant application and program in the manner described below:

1. All aspects of citizen participation should be conducted in an open manner, with freedom of access for all interested persons.
2. There should be involvement of low and moderate-income persons, members of minority groups, residents of areas where activity is proposed or on going, the elderly, the handicapped, the business community, and civic groups who are concerned about the program whenever possible.
3. The City should make reasonable efforts to ensure continuity of involvement of citizens or citizen organizations throughout all stages of the program.
4. The City should provide adequate and timely information to citizens, enabling them to be involved in decision making at various stages of the program.

5. The City should encourage citizens, particularly low and moderate-income persons and residents of blighted neighborhoods, to submit their views and proposals regarding the Community Development Program.

By way of the plan, the City will assure that: Citizens likely to be affected by community development and housing activities, including low and moderate income persons, members of minority groups, the elderly, the handicapped, the business community, and civic groups, have been afforded an adequate opportunity to articulate needs, express preferences about proposed activities, assist in the selection of priorities, and otherwise participate in the development of the application, and have individual questions or other complaints answered in a timely and responsive manner.

In addition to the Federal requirements for citizen participation, the State by way of its General Plan Guidelines (adopted by the Council on Intergovernmental Relations on September 20, 1973), and State planning law (Section 65304 of the California Governmental Code), has made citizen participation a mandatory requirement within the General Plan planning process.

One of the major requirements of the Citizen Participation Program is to be flexible enough to meet both the requirements of the State and the Federal governments. Therefore, the following proposed program is designed to involve the citizen into the planning process for both the Block Grant Program and the General Plan Program.

ROLE OF COMMUNITY DEVELOPMENT DEPARTMENT

The Community Development Department will organize and provide staff support within this process. The primary function of the Department within the citizen participation process will be:

1. To inform the citizenry of impending plans or review via direct mailing, news releases, etc; (See Appendix A)
2. To provide additional information to those who request it;
3. To provide Staff support and organize any Citizen Participation meetings to discuss citizen concerns and interests;
4. Evaluate and organize the products of citizen input. It will not be the Staff's role to censor any citizen input. The Staff will respond to the public, and make recommendations to the Planning Commission and City Council;
5. Act as liaison between the citizens and the Planning Commission and City Council;
6. Whenever possible, to provide written responses to all written proposals submitted, prior to the final hearing on the application, in accordance with Section 570.303(e)(4) of the current regulations for Community Development Block Grants.
7. To make every reasonable effort to provide written responses in answer to complaints within fifteen working days, in accordance with Section 570.303(g) of the current regulations for Community Development Block Grants.
8. Provide for bilingual opportunities, in accordance with Section 570.303(k) of the current regulations for Community Development Block Grants. All

public notices, news releases, and program information will be provided in Spanish as well as in English. Spanish translation services will also be provided at the required public hearings.

SUMMARY OF CITIZEN PARTICIPATION PLAN PROCESS

The citizen participation process involves seven basic steps:

1. Hold meetings to receive comments from the public regarding the City's past performance in the Community Development Block Grant Program prior to start of planning for the next program year.
2. Notify the public of request for written input and suggestions.
3. Assemble written input and suggestions received away from meeting context.
4. Hold meetings to receive additional input and suggestions.
5. Compile information received from meeting(s).
6. Submit input and suggestions received from the public to the Planning Commission and City Council.
7. Revision or amendments.

THE CITIZEN PARTICIPATION PROCESS

The following elaborates upon the outline presented above.

Step One:

The Community Development Department staff will conduct at least one public hearing for the purpose of receiving input from the public with regard to the City's past performance in the Community Development Block Grant Program 30 to 60 days prior to the start of planning for the next program year.

Step Two:

Send out news releases to interested organizations, individuals and the media (see Appendix C) stating the City's intent to solicit input for particular study or application. The City, by way of this notification will request citizen input. The range of possible ways of reaching people is outlined in Appendix A. At this time, citizens will be encouraged to submit written input, or meetings can be arranged between the Staff and interested organizations and groups upon request.

Various agencies and Departments of the City, County, State and Federal governments will be contacted to request their input, depending upon the item under review.

Step Three:

A time period of 30 days will be allowed for written citizen input and publication of meetings. At the end of the 30 days a 15 day period will be allowed for coordination of the input. The Staff will use the input received during this period of time to prepare a presentation for the informal citizen participation meeting(s). It is assumed tht greater citizen involvement can be achieved when members of the public have something to respond to. However, this should not be confused with a full-blown plan or application prepared by staff, which may actually inhibit involvement.

Step Four:

At the end of the 15 day coordination period the results will be mailed out to the interested organizations and various news media. Notice will be given of the time and place of a citizen meeting to be held in 15 days. At the end of 15 days the citizen meeting will be held. The purpose of the meeting will

be to analyze with the public the input received. The meeting will attempt to establish priorities.

Step Five:

The Staff will compile information received from the citizen meeting to present to the Planning Commission and City Council.

Step Six:

The Planning Commission will hold a public hearing on the recommendations of the citizens as soon as possible after the citizen meeting. After the Planning Commission public hearing, the City Council will hold a public hearing on the recommendations. This hearing process will incorporate Staff summary of citizen input as well as provide an opportunity for direct participation of the public before the respective bodies.

Step Seven:

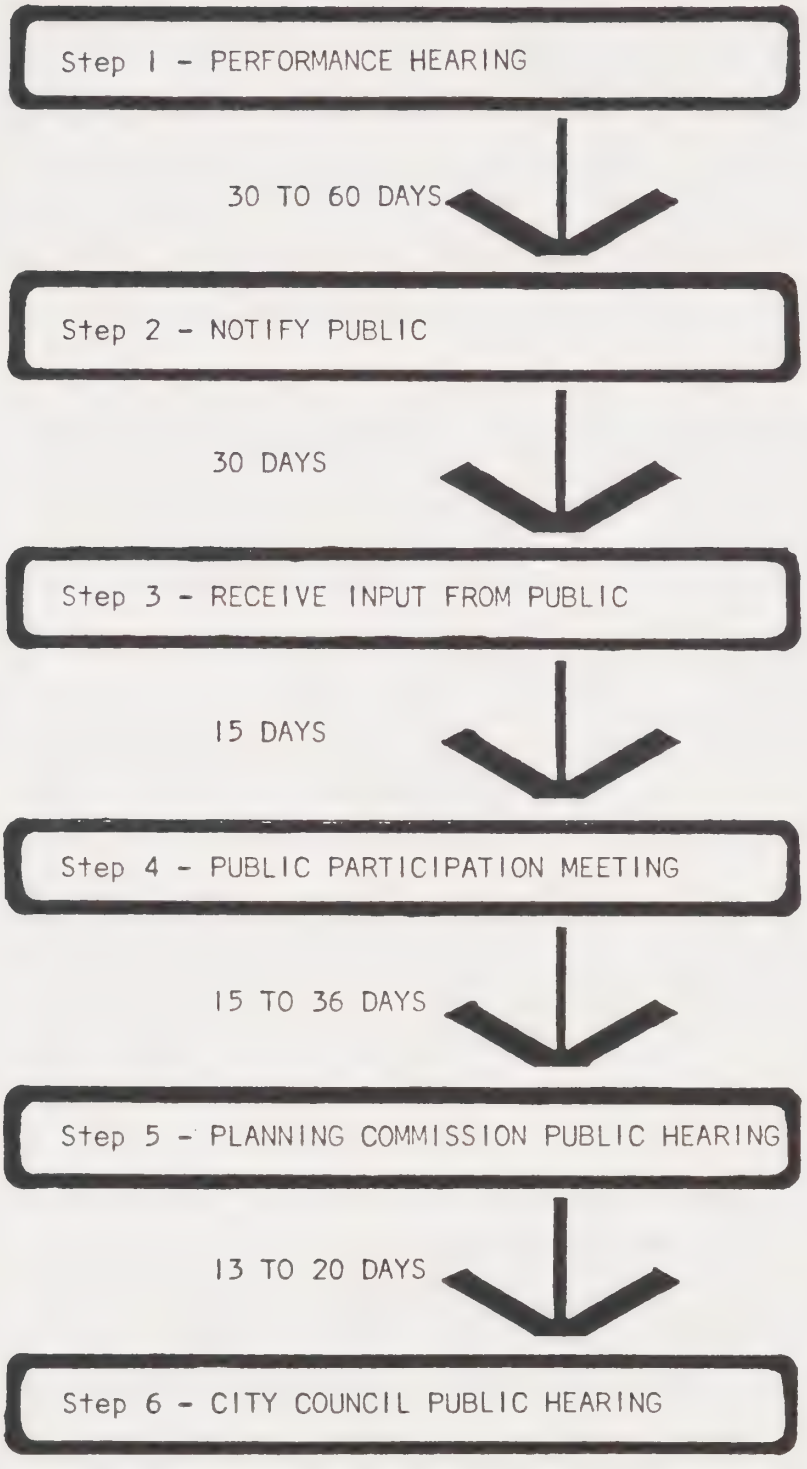
An amendment to any adopted policies or recommended actions of the City Council as a result of their public hearing will require citizen review.

If the amendment is not of major significance the procedure shall be to mail notices to the interested organizations and send news releases to the media in the area stating that the amendment will be considered at a public hearing of the Planning Commission and City Council.

Major amendments will be required to go through the entire procedure again.

Any specific proposals of the City Council that affect a particular area of the City will require notification of the property owners of that area. Two additional public hearings will be required after this notification is sent out. These will be conducted in the same manner as all other public hearings.

steps in the citizen participation process with time table



TOTAL TIME REQUIRED - 103 TO 161 DAYS
THIS PROCESS COULD REQUIRE MORE TIME IF MORE THAN ONE CITIZEN PARTICIPATION MEETING OR PLANNING OR CITY COUNCIL PUBLIC HEARING IS REQUIRED.

APPENDIX A

METHODS OF SOLICITING CITIZEN INPUT

1. MAIL OUTS

Letters will be mailed out to interested organizations and individuals.

2. NEWS RELEASES

News releases will be mailed out to all news media.

3. LEGAL ADS

A legal ad will appear in the legal section of the local newspaper, when necessary.

4. SCHOOLS

Notices can be sent to Elementary and High Schools so that students can take the notice home to their parents.

5. COLLEGE

Notices can be sent to Allan Hancock Community College for student input.

6. WATER BILLS

Using the City computer, notices can be sent out in the City water bill envelopes.

7. BULLETIN BOARDS

Information can be provided on the bulletin board at City Hall and Public Library and any other available bulletin boards in public places within the City.

8. BOOTHS

Booths can be set up at various shopping locations thoughout the City to provide citizens with information and request input.

9. PUBLIC EVENTS

Public events at the County Fairgrounds would be a good place to set up information booths to inform the public of up-comming events.

10. ORGANIZATIONS

Interested organizations can be encouraged to participate in the process. (See Appendix C for more information).

APPENDIX B

PROCEDURES FOR RECORD KEEPING

It is a requirement of the Rules and Regulations for Community Development Block Grants Section 570.907(b), that the following records shall be maintained:

1. Narrative or other records describing the process used to inform citizens concerning the amount of funds available for proposed community development housing activities, the range of activities that may be undertaken, and other important program requirements.
2. Records of public hearings held to obtain the views of citizens on community development and housing needs.
3. Narrative or other records of the opportunities provided citizens to participate in the development of block grant applications.

This requirement will be satisfied, and records will be retained on file in the City Clerk's office, and the Community Development Department with all original copies to be on file with the City Clerk and copies with the Community Development Department.

APPENDIX C

ORGANIZATIONS THAT WILL RE ENCOURAGED TO PARTICIPATE IN THE PROCESS

A special attempt will be made to contact and encourage the following organizations and interested individuals to participate in the Citizen Participation Process. The Staff members of the Community Development Department will be available upon request to provide additional information on the subject under consideration.

This process will make a special attempt to involve organizations and individuals that represent low and moderate-income and minority persons. A special effort was made in the development of the attached list to include those organizations and individuals who represent the interests of low and moderate-income persons, as well as minorities.

CITIZEN PARTICIPATION MAIL OUT CONTACTS

Newspaper:

Santa Barbara News Press
116 West Cook Street
Santa Maria, CA 93454

Santa Maria Times
3200 Skyway Drive
Santa Maria, CA 93454

Television:

KSBY-TV
1316 South Broadway
Santa Maria, CA 93454

KEYT-TV
217 West Cook Street
Santa Maria, CA 93454

KCOY-TV
1503 North McClelland
Santa Maria, CA 93454

Teleprompter
309 West Main Street
Santa Maria, CA 93454

Radio:

KSEE
117 South Broadway
Santa Maria, CA 93454

KZON
605 West Main Street
Santa Maria, CA 93454

KSMA
110 West Cypress Street
Santa Maria, CA 93454

KUHL
211 East Fesler Street
Santa Maria, CA 93454

Organizations and/or Interested Persons:

American Assn of Retired Persons
Mrs. Clark B. Smith
619 South Ranch Street
Santa Maria, CA 93454

American G.I. Forum
Willie Galvan, Chairman
P.O. Box 93
Santa Maria, CA 93454

California Rural Legal Assistance
126 West Mill Street
Santa Maria, CA 93454

Campesinos En Progreso
941 Guadalupe Street
Guadalupe, CA 93434

Catholic Social Service
607 West Main Street
Santa Maria, CA 93454

Central Coast Safety Council
George Haussman, Jr., Director
P.O. Box 183
Santa Maria, CA 93454

Chamber of Commerce of Santa Maria
Roy W. Martens
614 South Broadway
Santa Maria, CA 93454

Children's Home Society of Calif.
Mrs. Robert Acquistapace
P.O. Box 1099
Santa Maria, CA 93454

Community Service Coordinating Council
Betty Fletcher, Chairman
200 East Morrison
Santa Maria, CA 93454

Community Service Organization
Mrs. Dolores Nunez, Treasurer
609 North Railroad
Santa Maria, CA 93454

Community Club of Santa Maria
Mrs. Robert Cooley
1652 North Bay
Santa Maria, CA 93454

Democratic Women of Santa Maria
Jo Layman, President
4555 Glines Avenue
Santa Maria, CA 93454

El Pueblo Unido
Manuel Echavarria
1858 North Curryer
Santa Maria, CA 93454

Filipino Community Assn.
Ted Masigat, President
407 West Monroe
Santa Maria, CA 93454

Housing Authority of County of Santa Barbara
815 West Ocean
Lompoc, CA 93436

International Service Club
Tony Di Napoli, President
497 West Edwards
Santa Maria, CA 93454

Kiwanis Club (Santa Maria Valley Night)
Douglas Ray, Columbia Records
303 Espalier Drive
Santa Maria, CA 93454

Las Madrinas Club
Mrs. Lena Bourbon
129 West Tunnell
Santa Maria, CA 93454

Lions Club of Santa Maria (Host Club, Night)
John Lopez, Red Wing Shoes
1523 South Broadway
Santa Maria, CA 93454

N.A.A.C.P. (Santa Maria-Lompoc)
Mrs. Lois Johns
3623 Via Orilla
Lompoc, CA 93436

D.E.S.
Dean Azevedo, President
935 West Jewel
Santa Maria, CA 93454

Downtown Merchants Association
Mr. Bruce Cunningham, President
4630 Glines
Santa Maria, CA 93454

5th District Advisory Committee to County Planning Commission
Hugh K. Radke, President
Rt. 1, Box 114 A
Santa Maria, CA 93454

Historical Society of Santa Maria
Ralph Sutton
P.O. Box 1
Santa Maria, CA 93454

Housing Authority of County of Santa Barbara
Santa Maria Office
200 West Williams Street
Santa Maria, CA 93454

Kiwanis Club (Noontimers)
Bob Morrison, KCOY-TV
P.O. Box 1299
Santa Maria, CA 93454

LaLeche League
Mrs. Burton Parsons
512 North Lucas
Santa Maria, CA 93454

Lions Club, Santa Maria Noontimers
James F. Baker, President
1155 Via del Carmel
Santa Maria, CA 93454

Mexican Ladies Social Club
Donna Salazar
511 West Harding
Santa Maria, CA 93454

Santa Maria Council of P.T.A.
Phyllis Fetterolf, President
408 North East Avenue
Santa Maria, CA 93454

Press Club of Santa Maria
Jim Ranger, KUHL-Radio
P.O. Box 166
Santa Maria, CA 93454

Redman, Order of
Mr. Lee Galli, President
1105 South Concepcion
Santa Maria, CA 93454

Salvation Army
402 South Miller
Santa Maria, CA 93454

Santa Maria Valley Beautiful
Mrs. Alfred Perlman, President
1215 Gibson Lane
Santa Maria, CA 93454

Santa Maria Assn for the Retarded
Richard Wicks
1378 South Yale Place
Santa Maria, CA 93454

Teamsters Union-Local 381
Dwayne Unke
115 West Bunny
Santa Maria, CA 93454

Santa Maria Valley Contractors Association
714 South Miller
Santa Maria, CA 93454

John Fortson, Citizen Part. Specialist
Dept of Housing & Urban Development
2500 Wilshire Blvd.
Los Angeles, CA 90057

Billy Echavarria
229 West Polk
Santa Maria, CA 93454

Westside Advisory Committee
Dr. Robert Miller, Chairman
109 West Fesler Street
Santa MAria, CA 93454

Community Action Commission
J.C. Washington Commissioner
123 East Sunset
Santa Maria, CA 93454

Realty Board
Mrs. Richard H. Rector, President
1506 South Curryer
Santa Maria, CA 93454

Rotary Club of Santa Maria
Peter K. Weber
P.O. Box 999
Santa Maria, CA 93454

Santa Maria Joint Union High
School District
829 South Lincoln
Santa Maria, CA 93454

Santa Maria Valley Republican
Women's Club
Judy Horst, President
1527 East Ash
Santa Maria, CA 93454

Sierra Club
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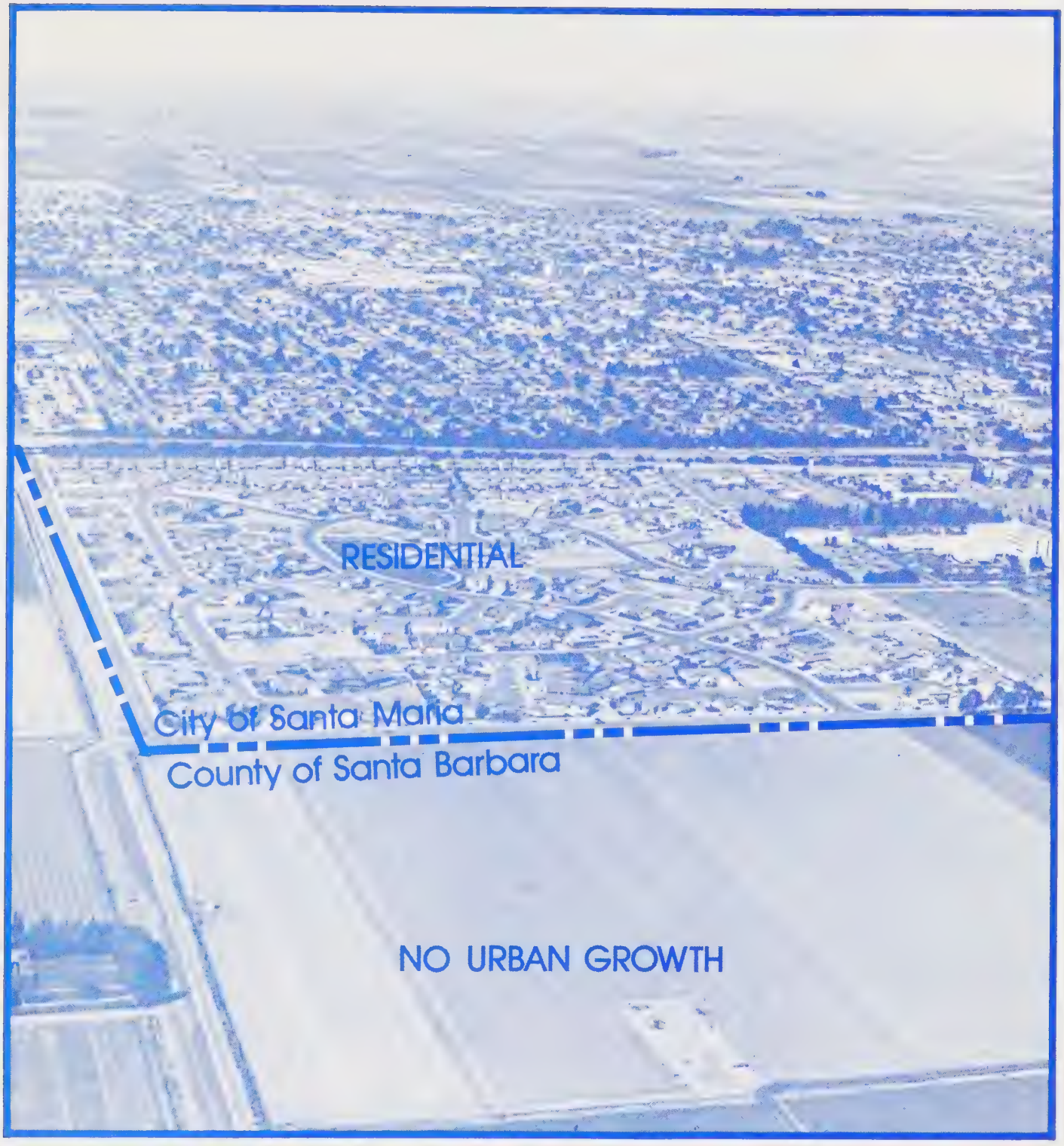
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Land Use Element Technical Appendix

SUPPLEMENTARY INFORMATION AND TECHNICAL REPORT: LAND USE ELEMENT

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February 1987

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Adopted 2/21/1978
Reformatted 4/21/1987

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Adopted 2/21/1978
Reformatted 4/21/1987

A. INTRODUCTION

The following technical information was used by the City for the existing Land Use Element. However, some of the data is now dated. The Land Use Element will be periodically updated and revisions will be incorporated in this Technical Appendix.

B. GROWTH PROJECTIONS

The Santa Maria planning area has experienced varying rates of growth through its history. During the development of Vandenberg Air Force Base the area grew so quickly it was difficult for the City to meet the demand placed upon it for urban services. The City grew without the benefit of a comprehensive plan.

When activity at Vandenberg slowed, the Santa Maria area was adversely affected by extremely high vacancy rates, foreclosures and a depressed economy.

This experience demonstrates how important it is for communities to have control over their growth. Balanced growth, supported by a healthy economy, steady population growth, adequate housing, and efficient municipal services is essential for the area's well being.

One of the goals of the Land Use Plan is to provide land to accommodate the growth expected during the planning period. The planning area has experienced an increase in population in the period 1970-1977 and it is expected that this growth will continue throughout the planning period.

Due to the many variables which come into play, it is difficult to accurately estimate the area's population growth. The State Department of Finance, however, estimates the population increase for the period, January 1, 1976 to January 1, 1977, to be at a rate of 2.2 percent. The Community Development Department projects the average rate of growth to be 1.2 percent over the planning period.

There has also been significant growth in the housing stock during the period, January 1, 1976 to July 1, 1977. During this eighteen month period permits for 740 dwelling units have been issued. This represents a 4 percent annual increase in the housing stock. Based on the subdivision activity during 1977, this accelerated rate of development is likely to continue through 1978.

The current growth in the City's housing stock is supported by a combination of factors including:

1. A decline in the household size.
2. Families moving to newer, larger homes.
3. People moving into the area from larger urban centers.
4. Residential investment activity.

When discussing population and housing growth it is important to note that the household size has been gradually declining since the late 1960's. This has a significant affect on the demand for housing. For example, it is estimated that a 1.2 percent increase in population will require a 2.05 percent increase in the housing stock due to the decreasing household size.

Growth Scenarios

In order to identify the consequences of various levels of growth, selected growth scenarios were developed. The following growth rates were selected in an effort to establish reasonable futures for the City:

Scenario No. 1: 1.5 percent population growth (Community Development population projection).

Scenario No. 2: 2.2 percent annual population growth (Department of Finance 1976-1977 population estimate).

Scenario No. 3: 3.14 percent annual population growth (based on 4 percent annual housing growth).

The primary areas examined using these three scenarios are:

1. Population Growth
2. Housing Demand
3. Land Required to Accommodate Housing
4. Water Demand
5. Sewer Demand

Household population, number of households and the number of housing units needed to meet the resulting demand (assuming a 4.55 percent vacancy rate) were calculated by using the following housing sizes: 1975-2.83; 1980-2.67; and 1985-2.54.

TABLE T-LU-1

HOUSING DEMAND

	Growth Rate	1975	1980	1985
Scenario No. 1				
Household population	1.2%	33,242	35,285	37,453
Households	2.05	11,732	13,215	14,745
Housing Units	2.05	12,266	13,817	15,416
Scenario No. 2				
Household population	2.2%	33,242	37,063	41,323
Households	3.06	11,732	13,881	16,269
Housing units	3.06	12,266	14,513	17,010
Scenario No. 3				
Household population	3.14%	33,242	38,109	44,112
Households	4.0	11,732	14,273	17,367
Housing units	4.0	12,266	14,923	18,157

Housing Demand

The increased population will require the following increase in the housing stock:

TABLE T-LU-2

INCREASED HOUSING DEMAND

Scenario No.	Dwelling Type	To 1980	To 1985
1	Single Family	930	1,868
	Duplex-Quadruplexes	116	235
	Apartments	442	898
	Mobile Homes	71	145
	Total	**1,549**	**3,146**
2	Single Family	1,338	2,819
	Duplex-Quadruplexes	169	356
	Apartments	643	1,355
	Mobile Homes	104	219
	Total	**2,254**	**4,749**
3	Single Family	1,576	3,494
	Duplex-Quadruplexes	199	442
	Apartments	757	1,679
	Mobile Homes	122	271
	Total	**2,654**	**5,886**

Residential Land Requirements

The land required to accommodate these growth rates, assuming only residential development and a 4.55 percent vacancy rate, is as follows (in acres):

TABLE T-LU-3

RESIDENTIAL LAND REQUIREMENTS

Scenario No.	By 1980	By 1985
1	336	681
2	488	1,029
3	576	1,275

Note: This assumes future development takes place at densities presented in the element, that the distribution of housing types remains constant, and that a 4.55 percent vacancy rate remains constant.

Residential Water Demand

The water required to accommodate the increase in population, assuming a consumption of 150 gallons per person per day, is as follows (in acre-feet/year):

TABLE T-LU-4

RESIDENTIAL WATER DEMAND

Scenario No.	By 1980	By 1985
1	343	707
2	642	1,358
3	818	1,826

Residential Sewer Discharge

The average daily increase in wastewater discharge into the sewerage system, assuming a 100-gallon per capita discharge is as follows (in gallons):

TABLE T-LU-5

RESIDENTIAL SEWER DISCHARGE

Scenario No.	By 1980	By 1985
1	204,300	421,100
2	382,100	808,100
3	486,700	1,087,000

It becomes clear that to accommodate the various growth scenarios presented above while maintaining the quality of life presently experienced in the planning area, will require careful land use decisions during the planning period. Increases in water and sewer usage should be monitored so that development is not overburdened by new development.

C. URBAN SERVICES FOR NEW DEVELOPMENT

The City's ability to sustain the levels of growth presented depends on the capacity of the City's municipal services, as well as the availability of land.

Water Supply

The planning area derives most of its water for domestic and urban uses from wells located near the airport, which tap the Orcutt storage unit of the Santa Maria Groundwater Basin. Most of the groundwater underlying the Santa Maria Groundwater Basin is of poor quality, often exceeding federal and state standards for drinking water. It is partly for this reason that the City pumps most of its water from the Orcutt storage unit where the water quality is higher.

The present demand for municipal water in the Santa Maria Valley exceeds the supply in the area from which the water is pumped. It has been estimated that the Orcutt storage unit is being overdrafted at a rate of approximately 5,500 acre-feet per year, and that the amount of overdraft relative to the amount of water in storage is larger for this storage unit than for the Santa Maria Groundwater Basin as a whole. This local overdraft condition can be expected to increase in the future as the demand for municipal water increases. There have been a number of studies made regarding the Santa Maria Groundwater Basin; however, the amount of water available for urban uses has not yet been determined.

The City may receive approximately 7,500 AFY of water from the California Water Project in the late 1980s. This water would supplement the City's water supply, improve its quality and result in a much better quality of groundwater recharge to the groundwater basin.

Sewerage System

The City, the Laguna Sanitation District and the Airport District provide sewer service to the planning area. The City serves most of the development within the City, as well as a few areas outside the corporate limits. The Laguna Sanitation District serves Orcutt and the Wye area. The Airport District services the industrial development at the airport and, through agreement with the Laguna Sanitation District, the development north of Winter Road. The Airport Wastewater Treatment Plant however, has been phased out and the effluent is now treated by the City, through an agreement with the Laguna Sanitation District.

The City's sewerage system has some areas of concern which may affect the ability of the City to serve future development. These areas of concern are:

1. The area north of Donovan Road requires a lift station to lift effluent out of the Blosser Sewer Basin. The costs associated with improvements to the sewer system, required if this area is to develop the residential densities found elsewhere in the City, may be a constraint on development in this area.

2. The City's wastewater generally drains from east to west. As more development takes place to the east, the confluence of wastewater downstream may overburden the existing system.

3. The City's discharge from the wastewater treatment plant does not meet existing Regional Water Quality Standards due to the high quantity of sodium in the discharge.

4. The capacity of the wastewater treatment plant may have to be increased to meet the demand which will be placed on the plant by future growth. The plant currently has a capacity of 5.0 mgd.

The City is planning to expand the capacity of the wastewater treatment plant as well as improve the quality of discharge from the plant. This project is scheduled for completion in 1980. The capacity will be increased to 6.5 mgd. The upgrading of the

wastewater treatment plant will provide capacity to meet the needs represented by all three scenarios.

However, if the housing unit growth rate should approach 4 percent, care will have to be taken to monitor other, non-residential, sewage generators.

The Laguna Sanitation District has recently upgraded their wastewater treatment facility to meet current water quality standards. The district system has a capacity to serve the future development expected to take place within the planning period.

Land Availability

There are approximately 610 acres of vacant land designated for residential development within the city limits of Santa Maria which are currently uncommitted. However, of these 610 acres, 280 are located in the Blosser Sewer Basin which may not be able to accommodate extensive development in the near future.

Another 520 acres of vacant residentially designated land is located outside the city in areas which may reasonably be expected to be annexed within the planning period.

The 610 acres within the city, if developed to the maximum densities recommended in this element, would accommodate approximately 2,092 units. An additional 2,067 units could be developed on the land outside the city for a total of 4,159.

These figures indicate that there is adequate land to meet the growth in Scenario 1. If the City experiences extended periods of growth, the City may find it necessary to develop a combination of the following:

1. Development of an active annexation policy.
2. Redevelopment of older residential neighborhoods.
3. Selected expansion onto prime agricultural lands.

D. GROWTH MANAGEMENT

If, by the middle of the planning period the City's growth appears to be approaching levels which cannot be supported, the City may find it necessary to adopt a growth management program. Such a program might include:

1. Short-term limits on the volume of residential construction.
2. The sequencing of urban development.
3. Increasing fees from new developments to cover costs of public improvements.
4. The concentration of commercial uses in the central business district so that the downtown will remain as the urban center.
5. The redevelopment of underdeveloped areas within the city.
6. The establishment of service availability standards. These standards may consist of a set of specific threshold levels of water consumption, sewage discharge or traffic levels which are not to be exceeded by new development.
7. The adoption of five-year capital improvement programs, which govern the extension of services, to assure that all development takes place within an area where adequate services are available.
8. The increased coordination between the county and city regarding land use decisions. An effort should be made to provide balanced and supportive land uses within the Santa Maria Valley.
9. The increased coordination between the Local Agency Formation Commission and the City. As the need for developable land increases, the City may desire to expand onto unincorporated land. The LAFCO must approve all such annexations.

E. ADDITIONAL PLANNING CONSIDERATIONS

There are other factors besides the ability of the City to provide space and urban services, which are considered in developing the Land Use Plan. These considerations include the following:

1. Assumptions about the planning area which were stated at the beginning of the element.
2. Analysis by the planning commission and council focusing in on their special concerns for the planning area.

3. Evaluation of existing and potential land use conflicts within the community.

4. Evaluation of development capacity (the ability of areas to physically sustain certain land uses).

5. Application of accepted land use practices. Included in this process was an on-going evaluation of the economic determinants which influence the types of uses that can be practically developed in a particular location.

6. Citizen input as a result of public involvement in accordance with the Citizen Participation Plan.

Development Constraints

The ability of certain areas to successfully sustain certain types of development is an important consideration in how land uses are designated within the planning area. Related to the capability of the land to sustain certain development, is its physical suitability for one use over another. Considerations for the Santa Maria planning area are:

1. Flood Hazard: The planning area has historically experienced flooding and drainage problems. Major flooding has been associated with the Santa Maria River. The flooding caused by high flows in the Santa Maria River, however, has been greatly mitigated by the Corps of Engineers levee project.

   The Santa Barbara County Flood Control District and the Corps of Engineers, however, have indicated that a potential flood hazard still exists in the area south of the levee due to low flow potential levee failure. The Corps of Engineers indicates that the low flow level design deficiencies will be corrected sometime in the near future. Until the corrections are made, development within the potential flood zone should be reviewed on a case-by-case basis in order to determine the development's susceptibility to flood damage.

   Localized flooding has been alleviated, to a major extent, through the joint efforts of the City of Santa Maria and the County Flood Control District. Minor localized drainage problems exist in the southern portion of the planning area. As development takes place in these areas, the drainage problems will be alleviated.

2. Prime Agricultural Land: Agriculture and its related industry represents a significant segment of the planning area's economic base. The continued availability of prime agricultural land is important for the continued prosperity of the area.

Historically, the planning area has developed without considering the importance of agricultural lands. Development, incompatible with agricultural operations, has been permitted to take place on agricultural lands. This process not only acts to take the development land out of production but the adjoining agricultural land as well, due to the difficulties associated with fertilizer and pesticide application close to urban development.

To protect the remaining prime agricultural lands from urbanization, future development should be restricted from these areas. Where this is not possible, due to other overriding concerns, the development should take place so as to minimize the intrusive effects of the development on the adjoining agricultural lands. This can be done by providing a buffer between residential and agricultural uses. Deep lots and fencing can also help mitigate the encroachment.

3. Noise Impact Areas: Areas designated in the Noise Element as experiencing existing noise problems or having the potential for future problems, thus limiting the desirable uses or indicating the need for mitigation measures.

4. Air Traffic Impact Areas: These areas, due to their proximity to the Santa Maria Public Airport, should be developed with land uses which are not susceptible to aircraft noise and which would not create a safety hazard. If these areas are improperly developed the operations of the airport would be adversely impacted.

5. Water Delivery Problems: These areas have localized, existing or potential, service problems based on existing system design and cannot readily sustain certain types of development until system improvements have been made.

6. Soil Hazard: The soils found in the planning area do not generally present a development constraint. There are, however, localized pockets of expansive and compressible-collapsible soils in the southern portion of the planning area. Development in these areas may require special building

designs. (A more thorough discussion of soils can be found in the Seismic Safety/Safety Element of the General Plan).

A portion of the planning area is underlain by soils which are extremely susceptible to soil blowing. Development in these areas may cause excessive soil blowing unless mitigation measures are taken.

7. Air Quality: The climatological conditions found in the Santa Maria Air Basin are similar in nature to those existing in the Los Angeles Basin. These existing conditions are conducive to the formation of inversion layers which trap pollutants and prevent dispersal.

   The Santa Maria area experiences occasional high levels of photochemical oxidants. Although this problem is not as serious as in the more populated areas to the south, the air quality standard for oxidants is exceeded about eight times a year.

   At the present time the most serious air quality problem involves airborne particulates. Approximately 45 percent of all the particulate samples taken in Santa Maria exceed the State standards.

   In order to prevent large-scale degradation of the local air quality, it may be necessary to place controls and constraints on certain types of development to limit the generation of both oxidant and particulate pollutants.

Land Use Conflicts

Land use conflicts arise when development causes undesirable environmental consequences that affect the surrounding neighborhood such as:

1. Noise
2. Dust
3. Traffic congestion and related parking conflict
4. Lighting
5. Visual or aesthetic impacts

6. Odor
7. Drainage problems

The significant land use conflicts within the planning area may be summarized as follows:

1. Industrial operations or trucking facilities interspersed with, or immediately adjacent to, residential neighborhoods.
2. Heavy commercial activities interspersed with, or immediately adjacent to, residential neighborhoods.
3. Heavy traffic impacting heretofore stable residential neighborhoods.
4. Airport noise impacts.
5. Agriculturally related uses influencing adjacent residential development.

Methods of Mitigating Land Use Conflicts

There are several ways to mitigate land use conflicts, but most often these methods can only be practically applied in situations where new development or redevelopment is occurring:

1. Thorough site planning and development standards which minimize the adverse effects (if any) of the activity on adjacent properties or its susceptibility to existing adverse influences.
2. By complete separation of potentially conflicting uses.
3. By adopting a program to remove uses which cause extreme conflicts.
4. By buffering conflicting uses with other uses which can be designed to be compatible with both uses. In general, such uses are less sensitive to the adverse influences and yet do not generate them themselves. Examples of such buffering uses are:

Conflicting Use	Buffer	Conflicting Use
Commercial	Office and Professional	Residential
Low-Density Residential	Residential/Agricultural	Agricultural
Commercial	Institutional	Residential
Manufacturing	Planned Industrial	Residential
Airport Approach Zone	Open Space/Agricultural	Residential

F. REFERENCES

Santa Barbara County Planning Department demography data.

Santa Barbara County Local Agency Formation Commission, Santa Maria Sphere of Influence Study, March 1977, page 17.

Olson Laboratories, Inc., Review Comments and Responses to the Draft Environmental Impact Report: Tandam Associates Food Processing Plant, August 1976, page I-42.



Circulation Element Technical Appendix

SUPPLEMENTAL INFORMATION AND TECHNICAL REPORT: CIRCULATION ELEMENT

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April 21, 1987

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Adopted 4/17/1979
Reformatted 4/21/1987

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Adopted 4/17/1979
Reformatted 4/21/1987

A. INTRODUCTION

The following technical information was used in the development of the city's adopted Circulation Element. Some of the information is now dated. The Circulation Element will be updated periodically and, at that time, new information and revisions will be incorporated in this technical appendix.

B. EXISTING AND PLANNED DEVELOPMENT

The existing and projected land uses are the basic determinants of traffic volumes and characteristics. Land use factors affecting traffic projections include location, type of use and density. Accordingly, the present and projected land use characteristics were identified for the Santa Maria area, and used as the basis for updating area traffic estimates.

The Santa Barbara County Transportation Study (SCOTS) had previously developed existing and future (1995) project land use characteristics, and traffic estimates through extensive surveys and analysis of the Santa Maria area. The SCOTS projections, with modification, were used as the bases for the traffic projections presented herein. The SCOTS data were modified to reflect changes in land development patterns and timing which have occurred since the SCOTS study.

Development occurring during the interim between the SCOTS and Circulation Element studies were identified through field reconnaisance, aerial photographs, and interviews with city staff. Near-term land use developments which would affect traffic projections were identified through interview of city staff and review of subdivision plans. Changes from the development levels projected by SCOTS were incorporated into the updated traffic analysis.

The resultant land use features, population and employment, which were used to modify the SCOTS traffic projections, are described in the following sections.

Note that the population and employment projections included herein do not reflect any major increase in activity and employment at Vandenberg Air Force Base.

Land Use Plan

The land use plan for Santa Maria-Orcutt is shown in Figure C.1. As can be seen, the study area is largely residential, of low to medium density.

The commercial core (Central Business Districts I and II) of 15 to 20 blocks are within 3 to 4 blocks of the intersection of Main and Broadway. The majority of the community's commercial area is along Broadway, concentrated primarily at Main Street and at Stowell Road. A regional shopping mall is located in the southeast quadrant of Main Street and Broadway while the proposed Westside Development project area is located west of Broadway, bounded by Chapel, Pine and Cook Streets.

Industrial areas are located largely in the western portion of the study area. The heavy manufacturing areas are located along Betteravia Road in the vicinity of the airport. General industry is located west of Blosser Road to the north and south of Stowell, and in the vicinity of Betteravia Road at Blosser Road.

Open space (recreational and agricultural) is located along the flood area north of the city and in the vicinity of the airport.

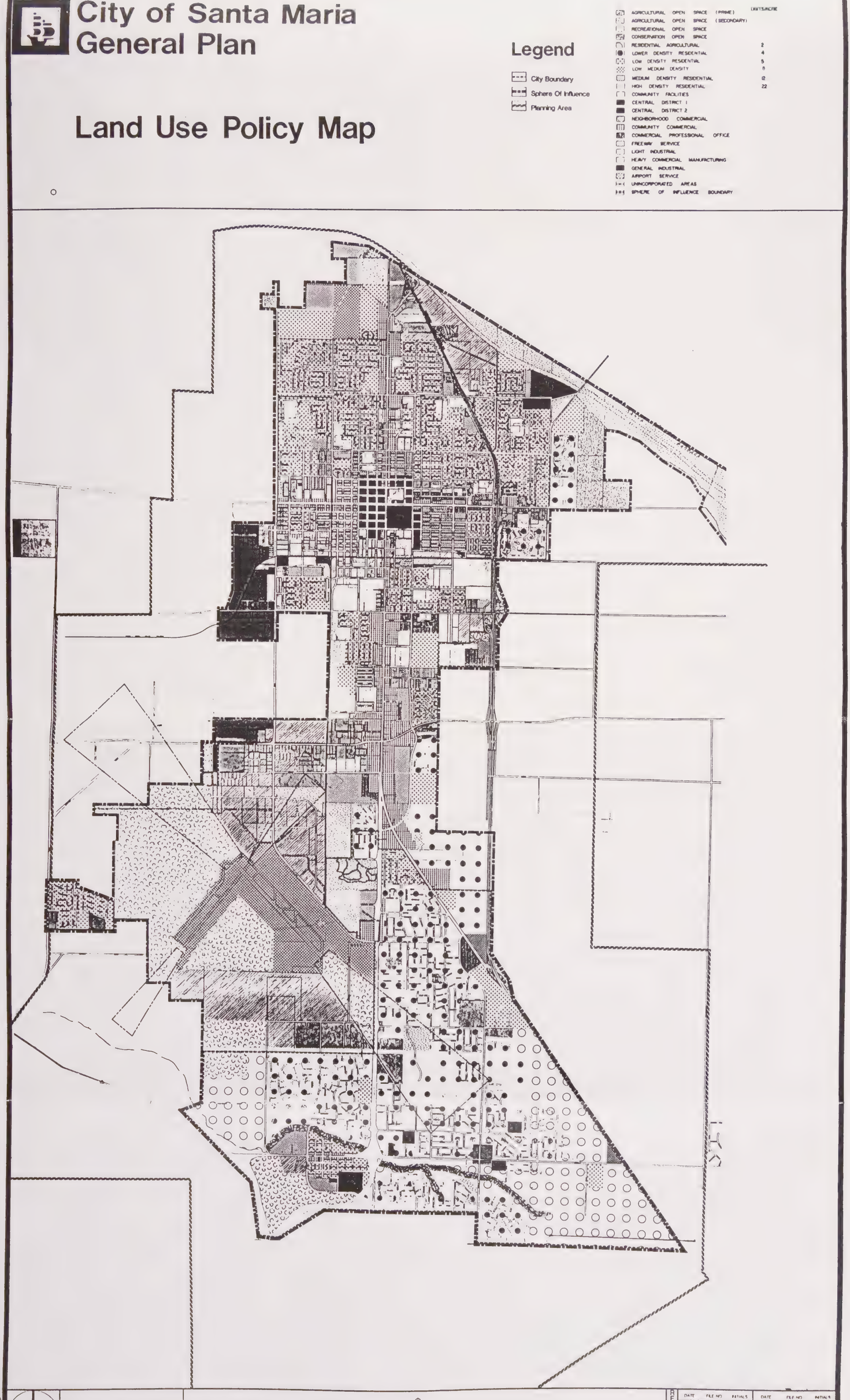
Community services, such as hospitals, schools, parks and other public facilities, are located throughout the study area.

Population

The historical and projected populations of Santa Maria and Santa Barbara County are tabulated in Table T-C-1. The current population of the study area is estimated to be approximately 56,400 persons. One-third of these persons, or 18,500 live in the unincorporated portion of the study area (Orcutt), which is roughly defined as the area south of Betteravia Road. The Santa Maria city limits do extend into this area, however, to include the airport.

City of Santa Maria General Plan

Land Use Policy Map



Land Use Policy Map

REVISIONS

DATE	FILE NO	INITIALS	DATE	FILE NO	INITIALS

FIGURE T-C-1

TABLE T-C-1

HISTORIC AND PROJECTED POPULATION GROWTH

Year	Santa Barbara County	Santa Maria-Orcutt
1930	66,000[1]	7,000[1]
1940	70,000[1]	8,800[1]
1950	98,000[1]	14,000[1]
1960	150,000[1]	122,000[1]
1970	264,300[2]	51,780[2]
1972	NA	51,200[3]
1977	NA	56,400[4]
1985	309,700[2]	57,090[2]
1990	320,970[2]	60,400[2]
1995 SCOTS	332,500[2]	64,600[2]
1995 Updated	—	66,500[4]

NA - Not available.

1 General Plan for the City of Santa Maria, Street and Highway Plan, Hahn, Wise and Associates, November 1964.
2 Regional Transportation Plan for Santa Barbara County, 1976-1995, Santa Barbara County - Cities Area Planning Council, May 1976.
3 Comprehensive Transportation Planning Study, Lampman and Associates, December 1974.
4 Estimated by Wilbur Smith and Associates.

Since 1930, the period having the most significant growth in the Santa Maria area occurred during the 1960s. Between 1960 and 1970, the Santa Maria area population increased by a factor of 2.35 from a population of 22,000 to 51,780. This increase amounts to an average growth rate of approximately 9 percent (compounded) per year. The increase corresponds to the peak expansion of activity at Vandenberg Air Force Base (1961-1965).

The previous SCOTS projection of 1995 study area population was modified based on additional development that has recently taken place or is now in the planning/or design stages. These factors yield a projected 1995 Santa Maria-Orcutt resident population of 66,500 persons, or approximately 2,100 persons more than the SCOTS

estimate. A zone-by-zone tabulation of these projections is presented in the Appendices.

The magnitude and locations in which the future population growth is anticipated to occur are depicted in Figure T-C-2, which illustrates the estimated 1977 and projected 1995 population for each SCOTS traffic analysis zones. The major growth is anticipated for the southern portion of the study area. Within this area, future growth in the resident population is expected to be 32 percent for the area adjacent to the airport, and 918 percent for the largely undeveloped area bounded by US 101, Santa Maria Way, Broadway and Betteravia Road.

Orcutt population is anticipated to remain about the same or experience a decline based upon projected static activity patterns as Vandenberg Air Force Base, and reduction in family sizes offsetting expected increases in the number of dwelling units.

Within the area north of Betteravia Road, the area expected to experience the most substantial increase in population is in the northeastern portion of the city, especially the area north of Main Street and east of Miller Street. The area west of Miller Street and south of Alvin Avenue is expected to decline in resident population in spite of an increase in the number of dwelling units. There is also an extensive residential development planned for the area east of US 101 south of Main Street and west of Suey Road.

During the projection of new development and resultant traffic volumes, it was anticipated that only limited development would occur in the northwest portion of the city along Taylor and Railroad Streets. Since then, several developments totaling 1,400 dwelling units have geen proposed for that area.

These consist of 1,000 houses west of Railroad Street and north of Williams Street, and a 400-unit mobile home complex north of Taylor Street to the west of Broadway. These developments would add approximately 3,000 to 3,500 persons to the projections for the northwest area.

Current plans call for the preservation of the area east of Suey Road, west of Blosser and those areas outside the city limits boundary as agricultural preserves,

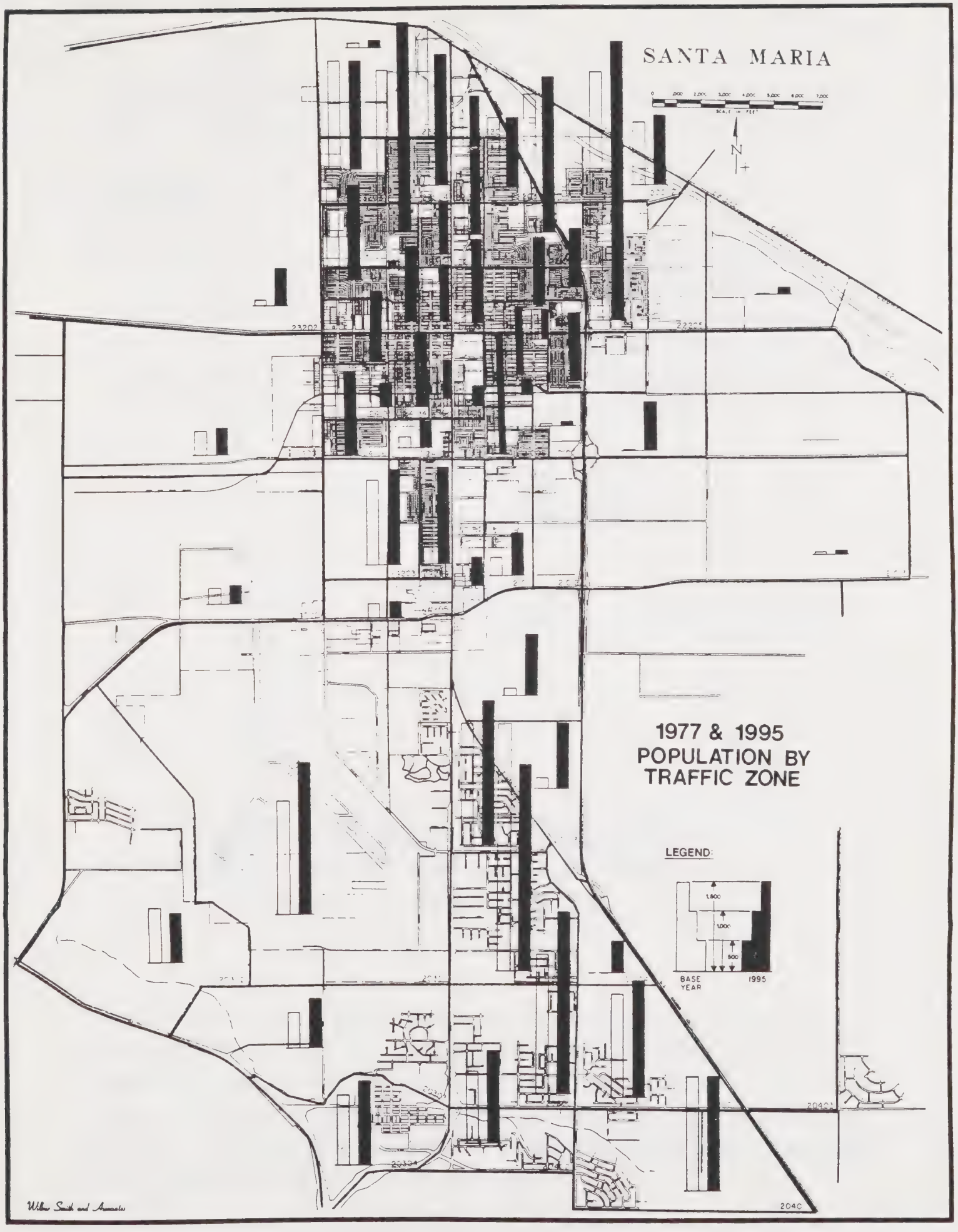

SANTA MARIA
1977 & 1995
POPULATION BY
TRAFFIC ZONE
LEGEND:
1,500
1,000
500
BASE
YEAR
1995
Wilbur Smith and Associates

FIGURE T-C-2

thus restricting future residential development to those areas currently developed or planned for development.

Employment

Projections of future employment levels for the Santa Maria-Orcutt area are shown in Table T-C-2, as compared to estimates of the total county employment. The current employment for the area is approximately 14,800, which is an increase of 600 since 1970. The employment is estimated to be 20,500 in 1985 and 22,700 in 1995. The growth rates are approximately 0.8 percent per annum between 1970 and 1977, 0.4 percent from 1977 to 1985 and 1.0 percent from 1985 to 1995.

TABLE T-C-2

EMPLOYMENT PROJECTIONS
Santa Maria

Year	SantaMaria	Change Per Year	Santa Barbara County
1970	14,220[1]	—	98,280[1]
1972	14,200[2]	—	NA
1977	14,800[3]	+0.8%	NA
1985	20,500[3]	+0.4%	133,870[1]
1995	22,700[3]	+2.0%	152,530[1]

1 Regional Transportation Plan for Santa Barbara County, 1976-1996, Santa Barbara County - Cities Area Planning Council, May 20, 1976.
2 Comprehensive Transportation Planning Study, Lampman and Associates, December 1974.
3 Estimated by modification of SCOTS projections per development plans of Santa Maria.

The anticipated changes in employment for each SCOTS traffic analysis zone are depicted in Figure C.3. With the proposed Westside Development project (area bounded by Broadway, Cook, Pine and Chapel Streets), the employment in the central business district and existing commercial area along Main Street is expected to increase by approximately 50 percent. The employment within the airport industrial area is projected to increase by about 30 percent.

The largest projected increases in employment are estimated for the area east of US 101 and north of Main Street, the present industrial area adjacent to the Stowell-Blosser intersection and the commercial/industrial area on either side of Broadway south of Stowell Road. Employment in the area north of Main Street is expected to increase fourfold, from approximately 250 employees today, to well over 1,000 by 1995; employment in the Stowell-Blosser and south Broadway areas is anticipated to double by 1995.

C. EXISTING TRANSPORTATION SYSTEM

A thorough investigation of the existing traffic access and circulation system is a prerequisite to the development of sound improvement plans and recommendations. In this chapter, traffic characteristics are related to the existing street system to determine present levels of service and to identify deficient elements of the transportation system.

Existing Street and Highway Facilities

The existing street system of Santa Maria shown in Figure C.4 is basically a grid type street pattern. The major north/south regional highway serving the area is US 101, which traverses the eastern portion of the study area. The major north/south streets serving Santa Maria are Broadway and Blosser Road. Broadway is the more important of the two arterials since it serves the major lanes with parking on both sides. SCOTS has recommended the removal of parking to provide six lanes in the Regional Transportation Plan (RTP) for Santa Barbara County.

Blosser Road is a two-lane north/south arterial along the western boundary of the city limits. It widens to four lanes between Main Street to Stowell Road and south to Betteravia Road.

Three additional north/south streets are significant with respect to their potential development. These streets are Miller, College and Depot. Miller Street is located three blocks west of Broadway. The RTP recommends the extension of Miller south to Santa Maria Way to divert a portion of the traffic from Broadway.

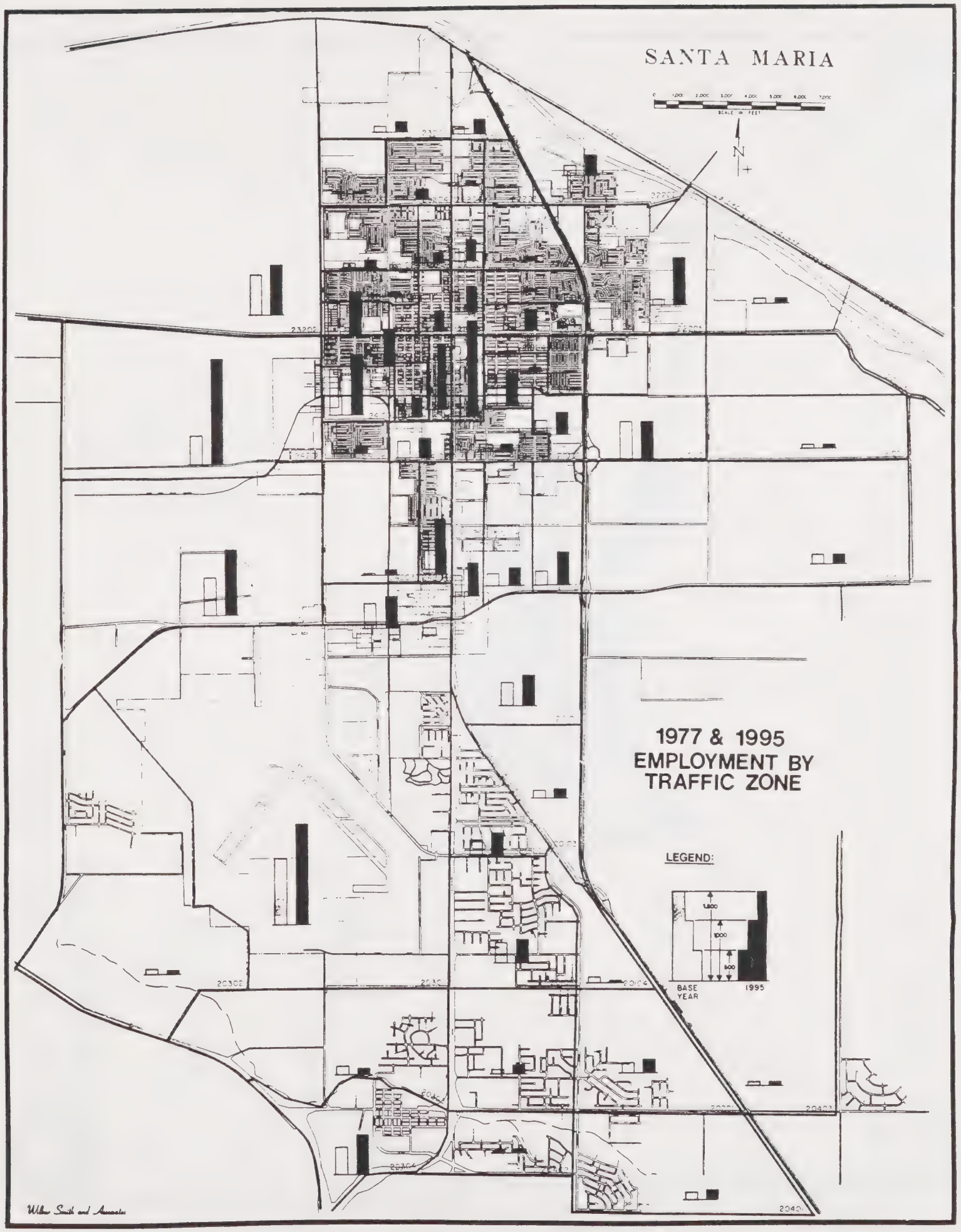

SANTA MARIA
N
1977 & 1995
EMPLOYMENT BY
TRAFFIC ZONE
LEGEND:
1800
1000
500
BASE
YEAR
1995
Wilbur Smith and Associates

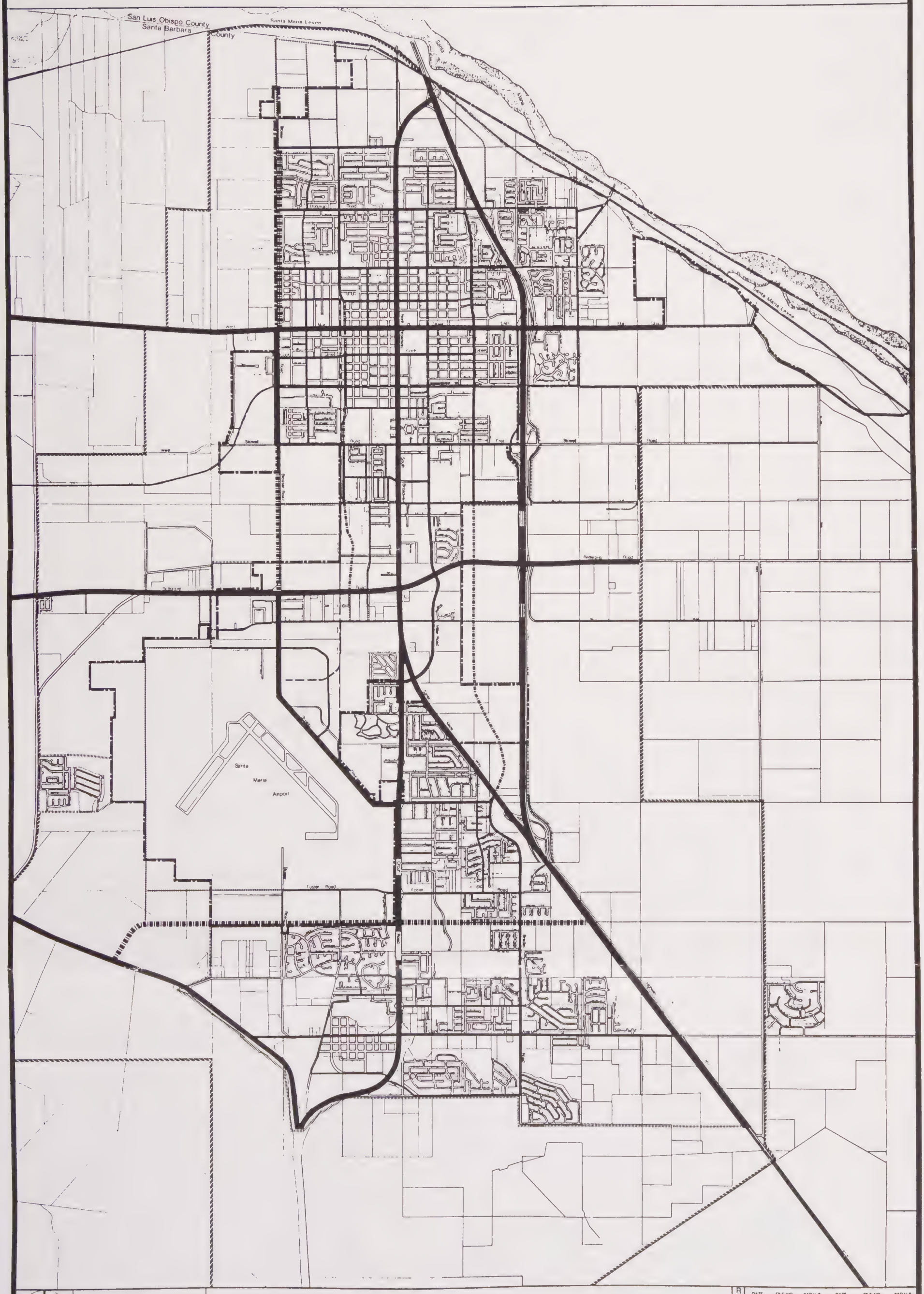
FIGURE T-C-3

City of Santa Maria General Plan

Circulation Plan

Legend

- City Boundary
- Sphere Of Influence
- Planning Area
- Principal Arterial (Existing / Proposed)
- Local Arterial (Existing / Proposed)
- Collector (Existing / Proposed)



Circulation Plan

REVISIONS	DATE	FILE NO	INITIALS	DATE	FILE NO	INITIALS

FIGURE T-C-4

Depot and Railroad Streets are located midway between Broadway and Blosser. Each is two lanes in width. Together, these roadways have the potential of being made a north/south arterial serving the area between Broadway and Blosser. However, Depot and Railroad presently have route discontinuities from Main to Church and from Morrison to Stowell Road.

The major east/west streets in Santa Maria are Donovan, Alvin, Main Street, Stowell Road and Betteravia Road. However, only Main Street, Stowell Road and Betteravia Road extent outside Santa Maria. Main Street, Stowell Road and Betteravia Road extend outside Santa Maria. Main Street is the major east/west roadway and is four lanes in width, except for the portion between Broadway and Miller, which is six lanes. Main Street is designated State Route 166 west of US 101 and connects Guadalupe to Santa Maria.

Stowell Road, designated as State Route 176 west of US 101, is four lanes in width through Santa Maria. Betteravia Road traverses the study area 1 mile south of Stowell Road and is four lanes in width between US 101 and Blosser Road.

Additional roadways which serve east/west traffic movements within the Santa Maria area are Donovan Road, Alvin Avenue, Fessler and Cook Streets. Donovan Road is the northernmost of the major east/west roadways. It has four lanes west of Lynne Drive and two lanes to the east. Alvin Avenue runs from Blosser Road to Suey Road midway between Donovan Road and Main Street. The sections from Blosser to Curryer and from Miller to US 101 are four lanes wide, with the remaining sections two lanes in width.

1. Functional Classification System

The functional classification of the streets in Santa Maria is based upon the system development in the SCOTS Regional Transportation Study. There are nine classifications which are identified as follows:

1. URBAN ROADWAYS

   Principal Arterial - Type I

   Urban extension of rural arterial, carries major portion of trips entering, traveling through or leaving the urban area.

Principal Arterial - Type IV

Provides important intra-urban service to major population, industrial and commercial centers; highest level of conventional street service to all area traffic..

Local Arterial

Interconnects with higher order systems; serves moderate length trips; provides limited amount of land access; provides intracommunity continuity but does not penetrate identifiable neighborhoods; in densely developed areas, provides access within 1/2 mile of all important generators.

Collectors

Distributes trips from arterials through the area; may penetrate neighborhoods, provides both land access and mobility.

2. RURAL ROADWAYS

Principal Artrial

US 101 only.

Minor Arterial

Links cities and larger towns, interstate and intercounty services; serves long trips, relatively high speed.

Major Collector

Provides service to towns not served above - service to major generators of intracounty importance, serves the more important intracounty corridors.

Minor Collector

Collects traffic from local road and brings all developed areas within reasonable distance of a collector; links locally important generators with rural areas.

Connector

Provides connections between higher order systems; prevents extreme out-of-direction travel; low volume/long trip; sparsely developed areas only.

2. Classification Network

The classification criteria previously discussed were used to classify the street network within the Santa Maria study area. For purposes of this study, the limits used were those defined by SCOTS in the RTP for the 1995 transportation lane. The classified roadway network is shown in Figure C.4. The principal arterials were identified as US 101, Broadway, Betteravia Road and Santa Maria Way.

The local arterials are defined as those streets and roadways which link major generators and/or principal arterials. For purposes of this classification, major residential areas were also considered as major generators. The local arterials identified were:

- Donovan Road from Blosser to US 101.
- Alvin Avenue from Blosser Road to College Drive.
- Fesler Street from Railroad Avenue to Miller Street.
- Cook Street from Blosser Road to Miller Street.
- Stowell Road from Blosser Road to US 101.
- Blosser Road/Skyway Drive from Donovan Road to Orcutt Expressway
- Railroad Avenue from Donovan Road to Main Street.
- Miller Street from Donovan Road to Stowell Road.
- College Drive from Donovan Road to Main Street.

Additional local arterials located in Orcutt were identified which are components of the total roadway network and impact roadway traffic in Santa Maria. These streets are:

- Lakeview Road from Broadway to Bradley Road.
- Bradley Road from Clark Avenue to US 101.
- Clark Avenue from State Highway 1 to US 101.

3. Traffic Signals

The locations of traffic signals in the City of Santa Maria as of August 1977 are shown in Table T-C-4. This inventory is based on information furnished by the City of Santa Maria. There are 20 signalized intersections in Santa Maria. Six are

currently controlled by a master computer; the remaining intersections are traffic-actuated.

Signal system improvements planned by the City of Santa Maria are:

1. The upgrade of the traffic signal at Broadway and Fesler from 5-to 8-phases and connection to the computer controlled system.
2. Installation of an 8-phase traffic-actuated signal at the intersection of Betteravia Road and Blosser Road in 1978-79.
3. Installation of a traffic signal at the intersection of Blosser Road and Cook Street.
4. Installation of a 5-phase traffic-actuated signal at the intersection of Stowell Road and College Drive.
5. Installation of a 5-phase traffic-actuated signal at the intersection of Stowell Road and Bradley Road.

Existing Traffic Volumes

Traffic volumes on the street network of Santa Maria are shown in Figure C.5. The volumes represent 24-hour traffic counts conducted by the city, county and state during 1975-76. More recent counts conducted by Caltrans on Broadway, US 101 and Main Street indicate no change in the 24-hour traffic volumes.

The 24-hour traffic volume at the peak location of US 101 is 24,000 vehicles. Broadway, just north of Betteravia has a 24-hour vehicular count of 27,500. Other north/south 24-hour traffic volumes are 12,000 vehicles on Blosser Road immediately south of Main Street, 4,000 vehicles on Railroad Avenue and 8,200 vehicles on Miller Street.

Of the east/west arterials, Main Street accommodates the largest daily volume with a peak of 16,700 vehicles east of Broadway. Stowell carries 12,000 vehicles per day and Betteravia carries 7,800. Of the remaining major east/west roadways, Donovan accommodates the largest daily volumes with 7,500.

1. Major Intersections

As part of the analysis of the Santa Maria traffic, special studies were made at critical intersections, especially those which are impacted by the proposed Westside Development. Peak hour traffic conditions were analyzed at the following intersections:

- Broadway at Main Street.
- Broadway at Cook Street.
- Broadway at Fesler Street.

2. Volume-Capacity Analysis

All of the roadways on which traffic count information was available were analyzed relative to their volume-capacity ratios and the level of service (LOS) of traffic operation. This technique is the standard method of identifying roadway deficiencies, and reflects the ability of the roadway to accommodate expected traffic volumes, based on the traffic and physical characteristics of the roadway. The following is a discussion of the methodology, criteria and assumptions used in this study.

a. The "LOS" Concept - "LOS" is a term to describe the quality (ease) of traffic movement for an infinite number of differing combinations of operating conditions that may occur on a roadway or intersection as it accommodates various traffic volumes. LOS provides an overall qualitative measure of the effect of a range of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operation costs. There are six LOS, A through F, which relate to driving conditions from the worst, respectively.

   Corresponding to each LOS, a service volume is defined. This is the maximum traffic volume that can operate over a given section of roadway while maintaining the stated operating conditions for that LOS. The service volume for a given LOS will vary with the type of facility being analyzed. For example, the service volume for a four-lane divided highway will have a higher service volume for the same LOS than a four-lane undivided highway.

Two LOS, E and C, warrant further discussion as they are particularly important in traffic engineering. LOS E is defined as capacity. It is the maximum number of vehicles which have a reasonable expectation of passing over a given section of a lane or roadway in one direction (or in both directions for a two-lane or three-lane highway) during a given time period under prevailing traffic conditions.

The service volume of a roadway is related to the capacity of that roadway by a factor called the volume-to-capacity (V-C). For a given LOS and a specified peak hour factor V-C ratio is defined. Conversely, if the existing or projected volume is used, the LOS at which that roadway is operating can be determined.

The LOS C is defined as a condition of stable traffic flow, but speeds and maneuverability are somewhat restricted. This level is generally cosidered to be an acceptable level of traffic flow and not an inconvenience to automobile drivers. Most drivers are restricted in their freedom to select their own speed, change lanes or pass. However, a relatively satisfactory operating speed is still obtained and most drivers do not find this operation objectionable. Further, LOS C indicates that although a vehicle may not pass through a signalized intersection on one given cycle, it should be able to pass during the following cycle.

Using these criteria, capacity analyses were conducted. V-C ratios were conducted. V-C ratios were computed using projected traffic volumes on each selected arterial segment.

Criteria - Prior to undertaking the V-C analysis, assumptions were made relative to the traffic characteristics in order to standardize the analysis. These assumptions were:

- Traffic lanes were 12-feet wide.
- No parking allowed adjacent to major intersections.
- Locations in an outlying business district.
- Peak hour factor - 0.85.
- Population less than 75,000.

- Ten percent left-turns.
- Ten percent right-turns.
- Five percent trucks.
- No transit buses.
- Sixty percent of traffic in peak travel direction.
- Fifty-fifty cycle split between the two cross streets.

All these assumptions were verified by spot checking traffic counts and by field studies.

Using these assumptions, the range of 24-hour traffic volumes for the various levels of service were determined for two- and four-lane roadways. These volumes are shown in Table T-C-3.

TABLE T-C-3

LEVEL OF SERVICE ELEVATION CRITERIA

Level of Service	Vehicles per Hour per Lane	Two-Lane ADT	Four-Lane ADT
A	less than 400	less than 6,700	less than 13,400
B	400-460	6,700-7,700	13,400-14,500
C	460-510	7,700-8,500	15,400-17,000
D	510-580	8,500-9,700	17,000-19,400
E	over 580	over 9,700	over 19,400

Note: Assumptions made in the calculation of these values were 12-foot lanes, outlying business district, PHF=0.85, population less than 75,000, 10 percent left turns, 10 percent right turns, 5 percent trucks, no transit buses, no parking, 50-50 cycle split, 60-40 directional split and K=0.10.

b. Results of the V-C Analysis - The results of the V-C analysis identify deficiencies in the street network. The V-C ratio is an indicator of the LOS at which traffic operates on the street system.

The results of the V-C analysis of major Santa Maria streets is illustrated in Figure C.5. The results identified the following:

1. Broadway operates at a near capacity (LOS E) during peak hours between Betteravia and Donovan Roads.

2. Main Street between Miller and Thornburg operates a LOS C during peak hours. This is acceptable under existing traffic volumes, however, traffic growth will likely cause a deterioration in traffic operations to a lower LOS before 1995.

3. The remaining streets in the select street system for which volumes were available operate at or above LOS C. This means that traffic congestion is minimal and delays insignificant.

The results of the V-C analysis of the principal intersections are summarized in Table T-C-4. At the intersection of Broadway at Main Street, the traffic volumes during the evening peak hour consist of 910 vehicles on the southbound approach, 700 vehicles on the northbound approach, 1,000 vehicles on the eastbound approach and 1,000 vehicles on the westbound approach. Total peak hour traffic volume entering the intersection is 3,610 vehicles. For each approach, heavy volumes of left-turning vehicles are recorded. Estimation of overall intersection capacity employed the intersection capacity utilization method which identifies critical movements within each signal phase. The capacity analysis indicates the overall intersection capacity to be 3,760 vehicles per hour. With the current peak volume of 3,610 vehicles per hour, LOS is estimated at LOS E, or capacity.

TABLE T-C-4

INTERSECTION LEVELS OF SERVICE

Intersection	Total Approach Volume	Total Approach Capacity	V-C	Level of Service
Broadway at Main	3,610	3,760	1.0	E-Capacity
Broadway at Cook	2,370	3,780	0.6	B-Stable
Broadway at Fesler	2,040	3,780	0.5	B-Stable

Approach peak hour traffic volumes at the intersection of Broadway at Cook

Street consist of 830 vehicles southbound, 820 vehicles northbound, 320 vehicles eastbound and 400 vehicles westbound, totaling 2,370 for the intersection. Overall intersection capacity is estimated at 3,780 vehicles per hour. Based on the current peak hour traffic volume, 2,370 vehicles per hour, LOS is estimated at LOS B, or stable flow.

A review of traffic data at the intersection of Broadway and Fesler Street indicates that the highest hourly traffic volume occurs during the evening peak hour. During this time, approach volumes include 730 vehicles on southbound Broadway, 860 vehicles on northbound Broadway, 300 vehicles on eastbound Fesler and 150 vehicles on westbound Fesler. From the capacity analysis, it is estimated that the overall intersection capacity, at LOS E, is 3,450 vehicles per hour. Based on a current peak hour volume of 2,036 vehicles per hour, the LOS at this intersection is LOS B or stable flow.

D. FUTURE HIGHWAY NEEDS

Future travel demands were projected and analyzed to assess the need for future highway improvements. Included in this analysis was the projection and assignment of traffic volumes, as well as the capacity analysis of the existing highway system with the programmed improvements. The capacity analysis was then used to identify future roadway deficiencies and determine the type of roadway improvements needed to most effectively accommodate the traffic.

Elements Influencing Future Travel Demands

The estimation of future travel demand was based on two considerations: (1) change in activity associated with change in land uses (trips within the study area); and (2) change in activity associated with change in market area (trips from outside the study area).

The SCOTS included land use projections, as well as population and employment forecasts for 1995 for each traffic analysis zone within the county. The projections for Santa Maria-Orcutt area were updated to reflect changed development plans and patterns established subsequent to the SCOTS project. The revised projections were then used to estimate future traffic movement within the Santa Maria-Orcutt Study

area. SCOTS projections for activity and traffic growth outside Santa Maria-Orcutt were used to estimate trips into, out of or through the study area.

In summary, travel growth projections reflect an estimated 1 percent annual population growth rate and 3 percent annual employment growth rate in the Santa Maria-Orcutt area between 1977 and 1996. The projected growth rate for the county averages 0.7 and 1.4 percent for population and employment, respectively.

Programmed Roadway Improvements

The evaluation of Santa Maria's roadway system and the identification of system deficiencies considered the impact of programmed system improvements. From the RTP for Santa Barbara County, 1976-1995, as adopted by the City of Santa Maria, those system improvements include the following:

- Expansion of Broadway to six travel lanes between Donovan Road and Santa Maria Way. This expansion can be accomplished through the removal of curb parking along Broadway.
- Extension of Miller Street south of Santa Maria Way and upgrading travel way to four lanes throughout its length.
- Expansion of Highway 166 to four lanes west of Santa Maria.
- Construction of a two-lane roadway between Blosser and Bradley Roads south of Foster Road in Orcutt.

1995 Traffic Volumes

Vehicle travel estimates for 1995 were made based on the updated population and employment projections, and then assigned to the roadway system comprised of existing facilities plus programmed improvements. Results of the 1995 travel assignment (see Table T-C-6) for the major north/south and east/west arterials are compared to the 1977 traffic volumes. Traffic projections shown are the highest volume for each street, and are generally located at Main Street for north/south arterials and Broadway for east/west arterials.

TABLE T-C-6

1977 AND 1995 TRAFFIC VOLUMES

Highway	1977 ADT[1]	1995 ADT[2]	Percent Change
North/South Arterials:			
US 101	24,000	26,000	8.3
Broadway	22,800	30,000	31.6
Miller	8,200	17,000	107.3
Blosser	12,100	19,000	57.0
Depot	4,000	10,000	150.0
College	7,200	10,000	38.9
Total	49,300	86,000	74.4
East/West Arterials:			
Santa Maria Way	7,200	15,400	101.4
Donovan	7,500	13,000	73.0
Alvin	4,400	8,000	81.0
Main	16,700	17,000	1.8
Cook	6,000	8,000	33.3
Stowell	12,000	16,500	37.5
Betteravia	8,500	10,000	17.6
Total	82,300	87,000	39.6

1 Source: City of Santa Maria.
2 Estimated by Wilbur Smith and Associates.

As shown in Table T-C-6, north/south traffic in Santa Maria is expected to increase by approximately 74 percent between 1977 and 1995. East/west traffic is anticipated to increase much more modestly, by 39.6 percent.

US 101 is expected to have a 1995 average daily traffic of 26,000 vehicles, approximately 8.3 percent above 1977 volumes.

Of the north/south arterials, Broadway is expected to accommodate the highest average daily traffic, with an estimated 30,000 vehicles, or 31.6 percent over 1977 traffic.

Projected volumes on all other north/south roadways also show major increases, which include 1995 volumes of 17,000 on Miller Street, 19,000 on Blosser Road and 10,000 vehicles each on Depot Street and College Drive.

Projected 1995 volumes on the major east/west roadways include a minor increase to 17,000 on Main Street because of its Broadway capacity limitations, 16,500 on Stowell Road, 14,500 on Santa Maria Way between US 101 and Broadway, 13,000 on Donovan Road, 10,000 on Betteravia Road and 6,000 on both Alvin Avenue and Cook Street.

1995 V-C Comparison

The projected 1995 average daily traffic (ADT) volumes were converted to estimated peak hour V-C analyses. It was assumed the peak hour is 10 percent of the total daily volume and a 60 percent peak directional split will prevail during the peak hour.

In estimating the 1995 capacity of each facility, programmed or adopted roadway improvements were superimposed on the existing highway system. This future system was then tested for LOS in terms of an LOS E capacity service level of 575 vehicles per hour per lane.

Results of this test indicated that Broadway, even with expansion to six lanes will operate at capacity (LOS E) during peak traffic periods due to the projected traffic increases (TAble T-C-7). Depot Street, which would continue as a two-lane street, is also expected to operate at an unsatisfactory service level. On the other major north/south arterials, LOS are projected as LOS D on Blosser, LOS C on Miller and LOS A on College. US 101 is expected to operate at LOS A, and would be expected to attract additional local north/south circulation trips.

On the average, the overall LOS on the major north/south roadways is LOS D, which would indicate extensive peak period congestion and delays.

The major east/west roadways demonstrate a more satisfactory estimated LOS since east/west traffic increases amount to about half of the north/south increases. Overall, an average LOS C on Alvin, Main, Cook and Stowell; a LOS B on Santa Maria Way; and an LOS A on Donovan and Betteravia Roads.

TABLE T-C-7

1995 VOLUME-CAPACITY COMPARISON

Highway	1995 ADT	Directional Peak Hour Volume	1995 Capacity	V-C	Level of Service
North/south Arterials					
US 101	26,000	1,560	1,725	0.39	A
Broadway	30,000	1,800	1,725	1.04	E
Millere	17,000	1,020	1,150	0.89	C
Blosser	19,000	1,140	1,150	0.99	D
Depot	10,000	600	575	1.04	E
College	10,000	600	1,150	0.90	A
Total	86,000	5,160	5,750	0.90	D
East/West Arterials:					
Freeway Connection	14,500	870	1,150	0.76	B
Donovan	13,000	780	1,150	0.68	A
Alvin	8,000	480	575	0.83	C
Main	17,000	1,020	1,150	0.89	C
Cook	8,000	480	575	0.83	C
Stowell	16,500	990	1,150	0.86	C
Betteravia	10,000	600	1,150	0.52	A
Total	87,000	5,220	6,900	0.78	C

Note: Peak hour volume estimated at 10 percent of ADT with a 60-40 directional split.

Future Deficiencies

As stated under V-C Analysis, the major criteria used in evaluating a roadway is its LOS. For planning purposes, an LOS C is used as the minimum acceptable service level in the identification of roadway deficiencies.

As shown in Table T-C-7, each of the major east/west roadways is expected to operate at LOS C in 1995. However, the major north/south roadways, even with the presently programmed improvements are expected to have significant deficiencies in terms of LOS. Roadways expected to be capacity deficient include Broadway, Blosser Road and Depot Street.

Summary

The 1995 traffic volumes were estimated on the basis of regional and local growth projections of population and employment. Overall, there is expected to be about a 75 percent increase in average daily traffic on major north/south roadways and almost a 40 percent increase on east/west roadways. The impact of this increase was measured in terms of LOS and considered presently programmed roadway improvements. From V-C analysis deficiencies are expected to occur on major north/south roadways, particularly Broadway, Blosser Road and Depot Street.

E. THE CIRCULATION PLAN

The Circulation Plan for the City of Santa Maria has been developed to provide adequate north/south and east/west street capacity to serve the traffic needs estimated for 1995. The plan seeks to provide for the expeditious and efficient movement of persons and goods within the community with a minimum of disruption or displacement to residential areas or businesses. The recommendations included within the RTP prepared by SCOTS, as well as currently programmed improvements, have been incorporated into the plan.

Particular present and anticipated traffic problems which the plan addresses include:

- Improved north/south street continuity to provide roadway alternatives other than use of Broadway.
- Improvement of north/south streets to reduce traffic "bottlenecks" and provide adequate, uniform capacities on each street.
- Provision of roadway alternatives to Main Street, and the improvement of the US 101 ramp intersections with Main Street.
- Extension of arterial and collection street system to serve anticipated development areas.

Street improvements necessary to implement the circulation plan, street design standards and improvement priorities have been developed and are discussed herein. Specific recommendations are included for the US 101 interchanges at Donovan Road, Main Street and Stowell Road. Lastly, a series of guidelines for development of a bicycle plan for the Santa Maria-Orcutt area are presented.

Summary of the Circulation Plan

The Circulation Plan, depicted in Figure T.C.2, provides for a roadway system which would adequately service the travel needs of the population and employment projected for 1995, while considering the relative sensitivities of adjacent land uses. The circulation plan was developed through the consideration and evaluation of a series of roadway improvement alternatives. The traffic criterion reflected in the roadway system is the overall operation of north/south and east/west major streets at LOS C. LOS C represents stable traffic flow and is generally considered satisfactory for roadway planning purposes (Chapter 3).

The Circulation Plan envisions a continuation of US 101 and Broadway as the principal north/south roadways serving the Santa Maria area. Main Street and Betteravia Road would continue as east/west principal arterials.

To improve north/south traffic movement, the present local arterials are proposed for extensions and improvement to provide increased continuity in the north/south streets. East of Broadway, Miller and College Streets are proposed for extension south to Santa Maria Way to serve newly developing areas and reduce the amount of traffic to or from these areas which would otherwise use Broadway. To the west of Broadway, Depot Street, with extension and realignment, would serve a similar function. Blosser Road/Skyway Drive would continue to serve the airport and Stowell Road industrial areas, as well as provide a continuous north/south route through Santa Maria into Orcutt.

East/west arterials remain much the same as today and include Donovan Road, Alvin Avenue, portions of Fesler and Cook Streets and Stowell Road.

Modifications to the collector street system include several additional streets. These include a connection of Taylor Street and Blosser Road in the northwest section of the city; additions to Jones Street and Suey Road south of main Street to provide an additional east/west connection to serve additional traffic generated by new development in the area north and south of Main Street; additions to Enos Drive, Battles Road and Thornburg Street to serve increased development along South Broadway; and the east/west expressway and Airport Loop Road to serve future nonresidential uses in the airport industrial area and Orcutt.

The resultant LOS provided by the plan for expected 1995 traffic volumes is summarized in Table T.C.8 for the major arterial streets. With the plan additions and improvements, all arterials will operate at a LOS C or better. The most critical movement, which is the north/south movement, is expected to operate at LOS C with the recommended improvements, whereas, it would deteriorate to LOS D without the improvements. East/west movements would operate at LOS B.

TABLE T.C.8

1995 VOLUME-CAPACITY COMPARISON WITH ROADWAY IMPROVEMENTS

Highway	1995 ADT	Directional Peak Hour Volume	1995 Capacity	V-C	Level of Service
US 10	26,000	1,560	4,000	0.39	A
North/South Arterials:					
Broadway	25,500	1,530	1,725	0.89	A
Miller	17,000	1,020	1,150	0.89	C
Blosser	17,000	1,020	1,150	0.89	C
Depot	16,500	990	1,150	0.86	C
College	10,000	600	1,150	0.52	A
Total	86,000	5,160	6,325	0.82	C
East/West Arterials:					
Freeway Connections	14,500	870	1,150	0.76	B
Donovan	11,500	690	1,150	0.60	A
Alvin	7,500	450	575	0.78	B
Main 15,000	900	1,150	0.78	B	
Cook 8,000	480	575	0.83	C	
Stowell	16,500	990	1,150	0.86	C
Betteravia	10,000	600	1,150	0.86	C
Jones	4,000	240	575	0.42	A
Total	87,000	5,220	7,475	0.70	B

A detailed description of the plan and the rationale for its elements is presented in the following section. The major features of the plan are as follows:

- Miller Street extension (Stowell Road to Santa Maria Way).
- Miller Street widening (Stowell Road to Cook Street; Main Street to Alvin Street).

- Blosser-Taylor connection and improvements (Broadway to Donovan along Taylor Street and Blosser Road).
- US 101 interchange modifications
  - Donovan Road
  - Main Street
  - Stowell Road.
- Depot Street extension (morrison Avenue to McCoy Lane).
- Depot Street connection (Main Street to Church Street).
- College Drive extension (Stowell Road to Santa Maria Way).
- East/west expressway (Bradley Road to Highway 1 north of and parallel to Foster Road).
- Jones Street improvements (Bradley Road to Suey Road.
- Suey Road improvements (Main Street to Jones Street.

Circulation Plan Improvements

The total circulation plan represents the synthesis of a series of improvements and extensions of the existing street system. The individual improvements, their significance and their impacts are described inthe following section.

1. Broadway Improvements

SCOTS, in the RTP, has recommended Broadway capacity be increased by the provision of six traffic lanes from Santa Maria Way to Donovan Road. A portion of Broadway is presently six lanes in width, while other segments can be restriped for six lanes through the removal of on-street parking.

The critical segment in developing six lanes on Broadway is between Stowell Road and Cook Street. The curb-to-curb width of Broadway is 64 feet in this area. Using the present width, with the removal of parking, either six through lanes (10-foot lanes plus a 2-foot curb-to-gutter on each side) or four lanes plus a continuous left-turn median lane (12-foot lanes plus 2-foot curb-and-gutter) can be provided through restriping the street. Note that the 10-foot lanes would be a substandard lane width.

For immediate action, it is proposed that the section be restriped for four through lanes plus a left-turn lane. During peak traffic conditions, provision of three lanes in each direction would result in the blockage of the inside lane in each direction for a major portion of the time by left-turning vehicles stopped awaiting a gap in opposing traffic to turn into a street or driveway. Therefore, six lanes would result in only a limited increase in the actual street traffic capacity. The four-lanes plus left-turn would provide essentially the same capacity and would be less hazardous, since left-turn traffic would be stopped in a protected turn lane rather than in a through lane.

Ultimately, this segment of Broadway should be widened to provide standard-width six lanes plus a left-turn lane at major intersections. If left-turn lanes are not provided, such turns should be prohibited during the morning and evening peak traffic periods.

Capacity problems currently exist at the Broadway-Main Street intersection, and congestion can be expected to increase with implementation of the Westside Development Plan. Further widening is not recommended since the intersection has been widened to its maximum. The improvement of Miller and Depot Streets is proposed to divert and/or reduce future growth of traffic from Broadway, and thus alleviate further problems at this intersection.

Approximately 130 to 150 curb parking spaces would be removed between Stowell Road and Cook Street to implement the Broadway traffic improvements. Most activities in this section have adequate off-street parking. However, the blocks immediately north of the Santa Maria Valley Railroad crossing could be adversely affected by the parking removal. A further, more detailed analysis should be made of the parking on these blocks prior to any parking removal.

2. Miller Street Widening and Extension

Miller Street improvements are intended to provide an attractive travel alternative to Broadway for those residents and employees located east of Broadway. To provide a more continuous route through Santa Maria, Miller Street should be extended from Stowell Road southward to Santa Maria Way and then westward to terminate at Orcutt Expressway below Santa Maria Way. The county has recently completed plans for this extension as a four-lane arterial.

The extension of Miller Street in itself will not result in any substantial diversion of present Broadway traffic, nor of future traffic from new development east of Broadway, since the increase in Miller Street traffic is constrained by the presence of two-lane sections between Cook and Stowell Road, and between Chapel and Alvin Avenue. To provide for the effective use of the existing and planned four-lane sections, these two lane sections should also be widened to four lanes. Without the widening, the four-lane sections of Miller Street will provide for more traffic volumes on the two-lane sections than can be adequately or safely accommodated, thus creating increased congestion and traffic disruption within these areas than would otherwise be experienced.

Given the combination of narrow pavement width and residential character along Miller Street between Chapel and Alvin, and for several blocks immediately north of Stowell Road, other improvement alternatives and routes were evaluated. However, the other alternatives would result in either insufficient capacity or similar residential disruption. From 10 to 20 feet of additional pavement width and right-of-way will be required for widening to four lanes. For the section north of Stowell Road, the width could be obtained from the parkway area (between curb and sidewalk); between Chapel and Alvin, the width would be most likely obtained from the east side of the street.

The primary objective of these projects is to encourage traffic use of Miller Street as an alternative to Broadway through the improvement of Miller Street capacity and traffic operating speeds. Therefore, careful placement if traffic signals on Miller Street is required if an acceptable signal progression speed[1] is to be maintained. Accordingly, intersections at Battles, Betteravia, Santa Maria Way and Broadway should be evaluated for traffic signal control as future traffic growth may require.

3. US 101 Interchange Modification

US 101 interchanges at Donovan Road, Main Street and Stowell Road were investigated as a special study. Peak hour traffic counts were conducted and evaluated to determine present and future problems, and potential solutions.

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1 The turn signal progression (or green band) denotes that the green time on successive signals are synchrinized such that platoons of vehicles can travel at predetermined speeds with minimum interruption and delays.

Existing and potential problems at Donovan and Stowell Roads can be alleviated or eliminated by the following measures:

Stowell Road - Channelization of southwestern quadrant is proposed for the Stowell Road interchange to provide more direct traffic flow on the ramps for southbound traffic. This will prohibit conflicts in the merge area resulting from increased traffic generated by development in the southwest quadrant. Additionally, any future development in this area should not permit access onto Bradley Road except via Enos and Battles Roads. The northeastern quadrant should not experience any traffic problems unless extensive development occurs in the area south of Jones Street.

Donovan Road - Field observation and traffic counts at US 101 ramps to Donovan Road indicate no congestion is encountered, primarily due to low street and ramp traffic volumes. Sight distance is restricted along the east/west direction, but modification of the interchange would be expensive and not cost-effective within the foreseeable future. Signalization would be helpful in countering the limited sight distance; however, overall traffic delays would increase and little, if any, safety improvements would be likely. Therefore, due to the low traffic volumes, this measure would not be cost-effective. Direct access should be prohibited to Donovan Road between College Street and Carlotti Drive.

Main Street - Through traffic analysis and field observations, the intersection of US 101 and Main Street was determined to be deficient in a number of aspects. The critical movements were identified as the left turns onto westbound Main Street from both US 101 northbound and Bradley Road, northbound. The intersection was found to be deficient in the following aspects:

- Sight distance is restricted for off-ramps due to the overpass.
- Hazardous movements occur when drivers to and from Bradley Road move onto and off of US 101 ramps.
- The nearness of Bradley and Nicholson to the on-off ramps do not provide sufficient length for left turn storage lanes.
- Traffic volumes on Main Street are sufficient to cause substantial delays to drivers on Bradley Road desiring to make left turns or through movements, forcing them to take chances in crossing Main Street.

- The short distances between the side streets and the ramps make signalization of the interchange ramps complicated. Control equipment would be extremely complex and expensive.

This intersection has had a history of special studies or ongoing investigations which have resulted in minor improvements with no significant changes in decreasing safety hazards. With this in mind and the interest and concern generated over the past years, the City Council decided to isolate this intersection for the purpose of receiving input and comments from the public.

Several public hearings and work sessions were conducted by the City Council where suggested plans by the staff and public were studied. The alternatives included constructing median barriers on Main Street, the installation of stop signs on Main Street, signalization of the existing intersections and the modification of the freeway ramps.

The results of these hearings was the adoption of a plan by the City Council that was agreed on unamiously by the staff and public. The plan adopted by the City Council will eliminate or modify ramps and provide freeway access on Bradley Road and Nicholson Street. It will also modify Chapel Street and Bradley Road southwest of Fesler School by directing south bound traffic on Bradley Road onto Chapel Street. This plan will also allow the signalization of the intersection of Bradley Road and Main Street. The plan is shown in Figure T.C.2.

Along with the above final improvements, it is proposed that the following low cost measures be installed in the immediate future. To be installed concurrently will be a traffic signal at the intersection of Bradley and Stowell with Bradley Road as a one-way street from Main Street to Jones Street. These priority improvements will eliminate the high existing accident movements at the Main and Bradley intersection and allow an alternative freeway route at the Stowell and US 101 interchange.

4. Blosser Road Improvements and Taylor Street Connection

The improvement of Blosser Road and the connection of Taylor Street to Blosser Road in the northwest area of the city would improve north/south circulation on the western portion of Santa Maria and Orcutt. This improved route, including Skyway Drive, would provide a north/south travel alternative to the Broadway route for

those residents and employees in western Santa Maria, and the airport and north Orcutt areas, thus reducing future traffic growth pressures on Broadway.

The connection to Taylor Street will be especially important when the recently planned developments, consisting of 1,400 dwelling units, are constructed in the areas north of Taylor and Williams Streets. These developments would generate approximately 12,000 to 15,000 daily trips, and the resultant north/south traffic increase would severely overload Broadway if the Blosser-Taylor and Depot Street (see Item #5 below) improvements are not implemented. (Note: These trips are not included within 1995 traffic analysis since at the time the traffic projections were developed, the area was not anticipated to be developed by 1995.)

Blosser Road should be improved to a four-lane arterial with median and turn lanes, where right-of-way width will permit. To facilitate traffic movement on Blosser, and its attractiveness as an alternative to Broadway, on-street parking should be prohibited, driveway access minimized and controlled, and a raised median provided to control turning movements.

Taylor Street is depicted as a two-lane collector street, primarily because of the restrictive right-of-way width and the local residential nature of the street. However, particular attention to traffic circulation for these new subdivisions in the area will be required to avoid introducing severe congestion in the area. If future developer actions present an opportunity to acquire additional Taylor Street right-of-way, the city should require dedication of sufficient width for a four-lane street from Broadway to Blosser Road.

5. Depot Street

Depot Street should be extended south from Morrison Street to McCoy Lane and a connection made between Main Street and Church Street on Depot Street to eliminate a discontinuity at this point (see Figure T.C.2). The purpose of the improvement is to provide additional north/south roadway capacity to serve this traffic movement west of Broadway, and to reduce the future need for vehicule travel in this corridor to use either Broadway or Blosser, each of which will experience major traffic increases.

Depot Street-Railroad Avenue was selected since this combination of streets provides the most complete route through the existing developed areas, and the route currently serves as the major north/south street through the area. Alternative routes would require more extensive improvements and introduce major traffic increases on essentially local residential streets. Depot Street also is located midway and approximately one-half mile from Broadway and Blosser; a one-half mile interval has been demonstrated as the most efficient spacing between arterials in the areas having Santa Maria's development density.

Traffic projection for 1995 are a maximum of 16,000 vehicles per day at Main Street. Depot Street approaches at Main Street should be four lanes with turn lanes. This street section should be extended north to Fesler Street and South to Cook Street.

6. Jones Street and Suey Road

The anticipated development east of US 101 in the City of Santa Maria will result in substantial traffic increases on the east/west streets providing access across US 101. The traffic increases are expected to fully utilize Donovan Road and Alvin Avenue, and create severe congestion on Main Street, particularly with installation of traffic signal control at the US 101 ramps.

To avoid the disruption and traffic concentration which would be created by widening any of these streets, the circulation plan includes the extension of Jones Street eastward and Suey Road southward to intersect and provide an additional route across US 101. The roadways would be classified as collector streets. With the full development of the urbanized area, approximately 2,000 vehicles would use the Suey Road extensuon each day, and up to 4,000 vehicles would use Jones Street.

The area east of Suey and south of Jones is presently indicated as agricultural preserve. Should this restriction be dropped in the future to permit expanded urban development, Suey Road should be continued southward to Stowell Road. This would alleviate east/west circulation problems for residents east of US 101 and provide an additional route across US 101. Any withdrawal of the property south of Jones from agricultural preserve should be contingent upon dedication of right-of-way for continuation of Suey Road to Stowell Road.

7. East/West Expressway

The construction of a two-lane roadway south of Foster Road between Blosser and Bradley was recommended in the RTP. This has been included in the circulation plan but has been extented west and southward to intersect Highway 1, west of Solomon Road. The possibility of an eastward extension and an interchange with US 101 may be unlikely since the proposed interchange would be too close to the interchange with Santa Maria Way and US 101, and would create a hazardous weaving situation.

8. Enos and Battles Roads

Enos and Battles Roads have been upgraded to the status of collectors between Broadway and Bradley Road. This is to provide access to the area between US 101 and Broadway as the area is developed as a residential area.

9. College Street Extensions

College Street has been upgraded and extended from Stowell Road to Santa Maria Way to provide an additional north/south local arterial. A traffic volume of 10,000 vehicles per day is projected for this roadway. The upgrading of College Street is required to provide adequate north/south street capacity to accommodate expected 1995 volumes.

College Street is also expected to divert a limited amount of traffic from Broadway traveling between Santa Maria and Orcutt.

10. Carlotti Drive North of Donovan Road

The circulation in this area is proposed to be provided by a street in the alignment of Palisade Drive extending northerly to the Santa Maria levee then north westerly along the levee until it intersects with the Broadway/Highway 101 interchange. Carlotti Drive would extend northerly and intersect with the above street. A connection is also shown to Bay Avenue (Carriage Square) since the entire residential area in that location has only one access point to Donovan. It is recommended that the future roadway paralleling the river levee be off-set sufficiently to provide a

clear area of approximately 100 feet for emergency levee repairs, should they become necessary. CalTrans has indicated that the configuration of the present interchange is not conducive to an entirely safe access at the point shown on the plan, however, they recognize the necessity to provide roadway access to the area and will further study future modifications to the interchange necessary to accommodate the future roadway and the existing recreational access.

Priority of Improvements

The priority of the proposed improvements have been generally designated into three categories. These are:

- Immediate Action - Improvements already committed and/or in the planning stages, as well as those needed to alleviate existing undesirable conditions.
- Intermediate - Improvements not committed but to be programmed as soon as funding is available.
- Long Range - Improvements to be implemented as respective areas are developed.

The detailed descriptions in the preceding paragraphs are presented in order of their priority based on consideration, commitment of funds, cost effectiveness and need for improvement.

Table T.C-9 summarizes and ranks these priorities in numerical order. The ranking presents phasing of the individual improvements rather than the timing for the improvements.

TABLE T.C-9

PRIORITY OF ROADWAY IMPROVEMENTS

Priority	Improvements
1.	Increase capacity of Broadway
2.	Miller Street estension
3.	Blosser-Taylor Street connection
4.	Reconstruction of Main Street-US 101 at interchange

5. Depot Street connection
6. Widening of Miller Street between Chapel and Alvin Avenue
7. Widening of Miller Street between Cook and Stowell
8. Upgrade of Jones and Suey Streets
9. Depot Street extension
10. East/west expressway
11. College Street Extension
12. Enos and Battles Roads
13. Channelization of Stowell-US 101 interchange

Funding Sources

Several federal and state funding programs, in addition to local sources, are available for roadway improvements and extensions contained in the Circulation Plan. Federal Aid Primary (FAP) funds are spent directly by the state on FAP-designated routes, which includes US 101 in the Santa Maria area. FAP funds would be used primarily for operational improvements, such as interchange modifications. Similarly, Federal Aid Secondary (FAS) funds can be utilized for those roadways so designated.

Federal Air Urban(FAU) funds are used for improvements to the designated FAU roadway system in urbanized areas of 50,000 or greater population. The designated FAU system should generally conform to the arterial and collector streets system indicated in the city's Circulation Plan. Expenditure of FAU funds is prioritized by a local FAU committee and is subjected to federal and state approval.

State gasoline tax funds are used to match federal funds and to improve other state-designated routes in the area. The shortfall of state gasoline tax funds has required the state to reduce new road construction. However, state fund expenditures can be accelerated by partial contribution of local road funds to state road projects.

Local sources of road funds include city and county road funds from gasoline tax (2104, 2106, 2107 and 2107.5 accounts), vehicle license fees, Local Transportation Funds (LTF) as provided for by SB-325 and federal revenue sharing monies. LTF must first be made available for implementation of the Circulation Plan. Use of revenue sharing monies for roadway construction must reflect local priorities since

such use competes with other eligible uses, such as public safety and social service programs.

F. BICYCLES

Transportation alternatives other than the automobile can be separated into two classifications. The first of these, intracity transportation, occurs entirely within the study area, and involves the use of other forms of public transportation, as well as bicycle and pedestrian movement.

The second type, intercity transportation, concerns travel between points within the study area and areas outside the study area. This involves both commercial and general aviation, intercity bus service and passenger trains, as well as urban goods movement, which consists of the shipment of goods via railroads, trucks and pipelines.

According to a recent survey by the Santa Barbara Bicycle Safety Project Office, over 60 percent of the residents of Santa Maria have ridden a bicycle within the last several years, and an increasing awareness has grown regarding bicycle safety within urban transportation systems, and the effectiveness of mixed-mode facilities involving bicycles.

However, within the Santa Maria city limits, there currently are no adopted bicycle lanes in existence, nor is there a significant support group for the implementation of bicycle facilities. The survey showed that the incidence of use of bicycles by owners is far lower here than in any other part of Santa Barbara County. This could easily be be attributed to the lack of appropriate facilities, and the safety hazard of frequent bike riding in the central city area. The study also pinpoints the attitude and behavior of cyclists as the major reasons for bicycle accidents in this area.

The Bikeway Plan for the Santa Maria valley, prepared by the County of Santa Barbara, provided for an extensive netwrk of bicycle facilities in the Santa Maria-Orcutt area.

The current proposal for bikeway system in the City of Santa Maria is shown in Figure T.C-5.

Definitions

"Bikeway" is used to define all facilities that explicitly provide for bicycle travel. It can mean anything from fully grade separated facilities to simply signed streets. There are three classes of bikeways which are defined as follows:

> Class I: A completely separated right-of-way designated for the exclusive use of bicycles. Crossflows by pedestrians and motorists are minimized.
>
> Class II: A restricted right-of-way designed for the exclusive or semi-exclusive use of bicycles. Through-travel by motor vehicles or pedestrians is not allowed; however, vehicle parking may be allowed. Cross-flows by motorists, for example to gain access to driveways or parking facilities, is allowed; pedestrian crossflows, for example to gain access to parking facilities or associated land use is allowed.
>
> Class III: A shared right-of-way designated as such by signs placed on vertical posts or stencilled on the pavement. Any bikeway which shares its through traffic right-of-way with either or both moving (not parking) motor vehicles and pedestrians is considered a Class III bikeway.

Utility cyclists or utility trip is generally designation oriented. The utility value of a route, or how fast the cyclists can get from point A to point B is the most important aspect of the utility oriented cyclists activity.

Recreational cycling differs in that the trip itself is the most important in terms of recreational activity, exercise value, scenic and aesthetic quality.

Design Criteria

The criteria that the plan and standards have been developed upon originated through years of bikeway planning both in Europe and the United States. Much of the following is uniform to most bikeway planning efforts and is fundamental in bikeway development for the Santa Maria area.

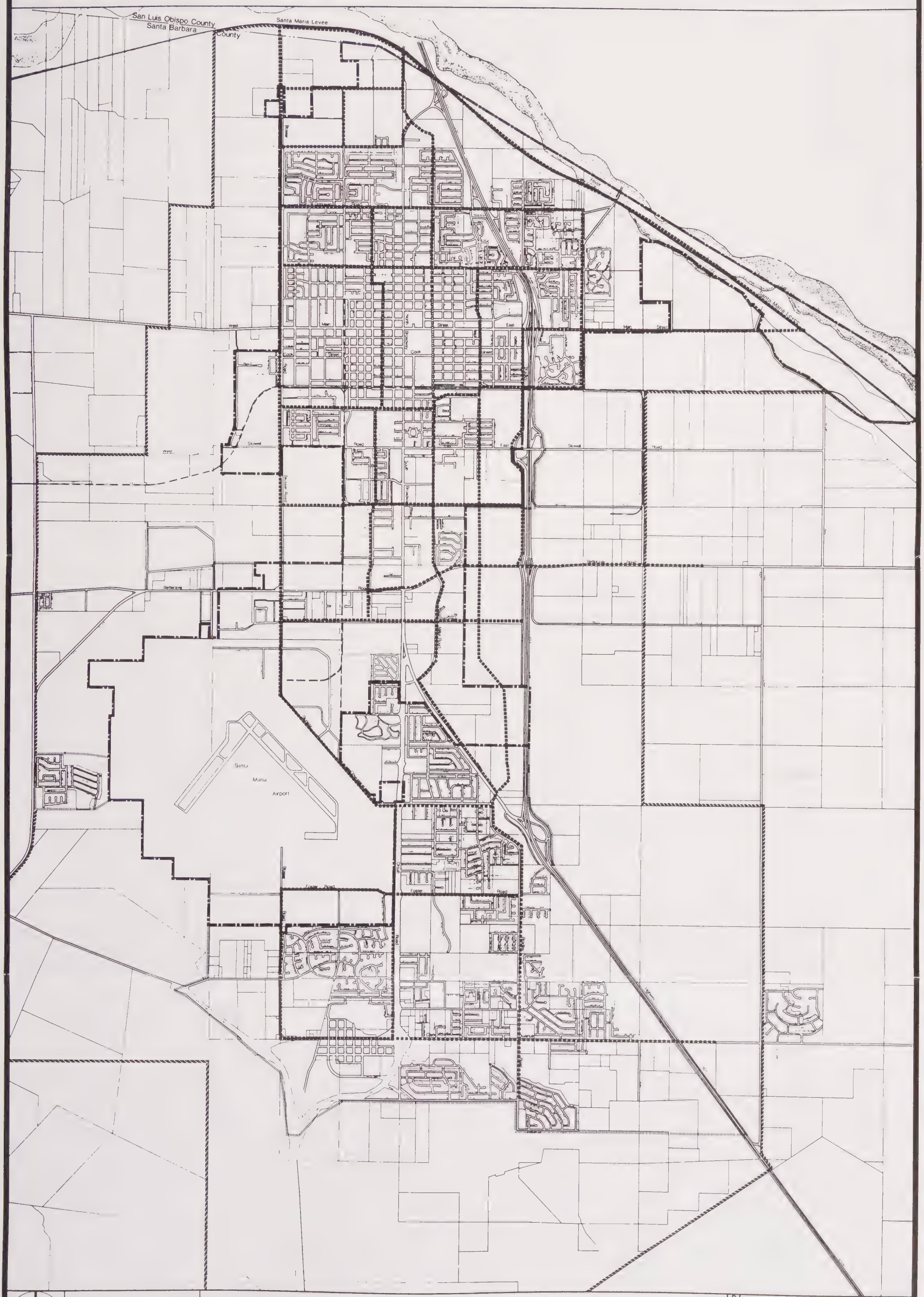
A. The plan must contain components relevant to an areawide system showing continuity of design for the regional planning effort, the local recreational bikeway function and the utility function. It would make little sense to plan bikeways for Santa Maria without including a continuous system of connections

City of Santa Maria General Plan

Bikeway Plan

Legend

- City Boundary
- Sphere Of Influence
- Planning Area
- Existing Bikeways
- Proposed Bikeways
- Proposed Bikeway in the Event of Street Widening



1000 2000 4000

Bikeway Plan

REVISIONS

DATE	FILE NO	INITIALS	DATE	FILE NO	INITIALS

FIGURE T-C-5

to the County Plan. It would also be senseless to provide for the county connection while ignoring the needs for local utility and recreational uses, so in the sense that the system must service these uses jointly and independently, the proposed plan must achieve design continuity. The specific design standards must also be generally compatible with the county standards in terms of safety, convenience and transition from the county to city bikeways while the city maintains the flexibility of design necessary to complement the urban pattern.

B. The plan must provide for safe and convenient citywide access on a scale equal or better than afforded the automobile. In order to gain optimum benefits of a truly comprehensive system, the plan must be so designed as to give access to all areas that autos cannot normally gain access to and, since the bicycle takes up only 1/19th of the space of the auto, should be able to gain access to areas previously open only to pedestrians.

Bikes can be used along railroad rights-of-way, channel easements, between buildings and many places not accessible by auto traffic. If the design standards and routing can capitalize on these features for use by bikes, then the benefits of a bikeway can be greater than achieved by traditional on-street alignments.

C. The plan must provide for access to all community activity centers which are the primary destination points of the utility cyclist. It must also provide for access to all recreational activity centers for the recreational cyclist.

The opportunity to combine these functions in this plan are great given the disposition of both the utility activity centers and the recreational activity centers in relation to residential traffic generation and the grid system of north/south and east/west streets.

At the same time, utilization of natural areas, green belts and parkways are limited in that they are generally away from utility activity centers and traffic flows. Some utilization can be achieved by the recreation oriented routes and by new routes established in new development areas.

D. The plan must emphasize the fact that a bikeway is an arrangement of shaped space between auto, bicycle and pedestrian uses and must minimize the potential conflicts between autos, bikes and pedestrians. The use of the standard street right-of-way for bikeways will require space for the semi-exclusive use of the bicycle. The automobile driver has quite often available area far in excess of standard lane width. With implementation of the bikeway plan, the auto driver will have a reduced operating area which tend to reduce operating speed and induce a higher level of automobile operation safety. Resolution of turning and pedestrian and bikeway crossings will necessitate innovative intersection design with signing and street markings which will be new to the transportation scene.

Design Standards

There are a few characteristics of the bikeway which must be specifically detailed in order to approach a rational, safe transportation function. These characteristics include the design speed of the facility, the space required by the bicycle and cyclist, minimum width and clearances, grade, radius of curvature, bikeway surface and drainage; other considerations, such as existing street conditions, terminal facilities, travel amenities, vehicle services, existing bikeway facilities and plans and costs.

A. Design Speed. The speed a cyclist travels is dependent upon the type of bicycle used, gearing, road gradient, surface, wind magnitude and direction, air resistance and the physical condition of the cyclist. The recorded speed range of cyclists is from 2 to 30 mph with an average speed of 10 mph for most users. For purposes of this plan, a design speed of 15 mph should be used for all Class I bike routes while Class II and Class III should be modified as a result of gradients in excess of 3 percent and should be increased substantially for downhill users of grades in excess of 5 percent over a long routing of one-half or more miles. In such a case, a design speed of 25 to 30 mph would not be excessive.

B. Bicycle and Cyclist Dimensions. In order to afford a bikeway safe from objectives protruding into the right-of-way, the basic dimensional requirements of the cyclist must be set out.

The basic dimensional character of a bicycle and cyclist are:

	European	Suggested
Handle bar width	1.96 ft.	2.25 ft.
Cycle length	5.75 ft.	5.75 ft.
Pedal clearance	0.5 ft.	0.5 ft.
Vertical space occupied by cycle/cyclist	7.4 ft.	7.75 ft.
Horizontal space occupied by cyclist	(none)	2.25 ft.

The suggested dimensional characteristics are used to provide a more adequate description of the various cycle/cyclist combinations that arise in th United States as the European standards often are smaller than what American conditions may exist.

C. Bikeway Width and Clearance. The width required by a moving bicycle is a primary consideration of bikeway design in that the cost of providing the bikeway varies with its width. The specifications below outline the minimum space required by the cyclist, allowance for lateral movement between cyclists, lateral clearance to obstructions and clearance to other hazards. The standards also suggest a "comfortable" allowance range to be employed wherever possible.

For Class I bikeways with two lanes in opposing directions of traffic flow, the minimum width should be 10 feet with a centerline dividing the lanes.

Generally, the choice of widths will depend upon the level of service the bike route is designed for, and the existing conditions of the streets and right-of-ways to be used (including any proposed or necessary improvements). If the bikeway is designed to provide a high level of service to community activity centers of heavy bicycle traffic, then liberal standards should be used as a minimum. If the routing must be squeezed through some areas where expected volumes of bicycle traffic is light, the conservative standards of above will suffice. Factors such as width of construction equipment and maintenance vehicles may also determine liberal widths when overall costs are considered.

Minimum width for Class I and Class II bikeways as a function of number of bikeway lanes.

Number of Lanes (One Way)	European Specifications	Modified Specifications for the City of Santa Maria Based on Comfortable Maueuvering Allowances
1	3.3 (1 m)	4.0 feet
2	5.3 (1.6 m)	7.75 feet
3	8.5 (2.6 m)	11.50 feet

D. The Horizontal Clearances to Vertical Obstructions and Other State Bikeway Hazards. The minimum lateral clearances to other hazards are given below. The class of bikeway, street and other conditions will vary these standards when applied, but should reflect the minimum for each dimension.

Horizontal Clearances	
Horizontal clearance to obstruction	1.5 feet
Clearance to raised curb	1.5 feet
Shoulder clearance to edge of sloped drop off	2.0 feet
Soft shoulder	1.5 feet

Dynamic Obstructions	
Parking lanes and parked cars	1.5 feet
Moving vehicle lane	1.5 feet

When volumes and speeds of auto traffic warrant, the clearance to the moving vehicle lane should be increased to 2.0 feet.

E. Grade. There are three major factors in the determination of maximum acceptable grade for bikeways and their lengths at that grade.

1. Cyclist characteristics, including age, weight, condition, oxygen uptake, etc.

2. Bicycle characteristics, including gear ratios, type of cycle, tires, weight, etc.

3. Environmental characteristics, including wind direction and magnitude, road surface, etc.

There is a lack of reliable technical data as to how acceptable grades are mathematically determined, but for this study, references are made to both European and American standards presently being utilized. The table below represents this data.

GRADE AND MAXIMUM GRADE LENGTH

Bikeway Gradient	Desirable Length	European Length	American Length
10%	30 feet	49.5 feet	—
5%	80 feet	156 feet	150 feet
4.5%	130 feet	276 feet	175 feet
4%	200 feet	358 feet	350 feet
3.5%	300 feet	623 feet	500 feet
3%	400 feet	947 feet	750 feet
2.5%	600 feet	—	1,000 feet
2%	1,000 feet	1,230 feet	Unrestricted
2%	Unrestricted	—	Unrestricted

While there is much yet to be developed in terms of technical determinations of acceptable bikeway gradients, the above desirable lengths would suffice for the grades generally found in the Santa Maria area. There should be, however, rest stops or bikeway turnouts for grades of 4 percent or more which continue for long stretches in excess of three times the desired length for each road gradient. Where feasible on Class I bikeways, "switchbacks" should be utilized to obtain a lower bikeway gradient for the uphill user.

F. Radius of Curves. The necessity for establishment of standards relating to radius of curvature is limited primarily to Class I bikeways with the exception that on planned future streets where bikeways will be established, some alignments should reflect bikeway radius planning.

In a study of bikeway standards by the School of Engineering and Applied Sciences, UCLA, a study was done to obtain the relationship between the radius of curvature and the design speed of the bikeway:

> "Thus to obtain an empirical relationship between radius of curvature and velocity, a simple experiment was conducted wherein the minimum comfortable umbraked turning radius was measured as a function of the cyclist's velocity. In the experiment, bicyclists were instructed to ride at various velocities while negotiating a 180 degree turn in the smallest "comfortable" arc without applying their brakes. All tests were done on level, dry, paved asphalt."
>
> "As anticipated, the size of the arc increased with velocity. Data for the equivalent radius of curvature of the turn as a function of velocity yielded the following linear relationship:
>
> $$R = 1.25\ V + 1.4$$
>
> where
>
> R = the unbraked radius of curvature (feet)
> V = the velocity in mph
>
> From the equation, for a Class I bikeway design speed of 10 mph, the "comfortable" unbraked radius of curvature is 13.9 feet."

This linear relationship should be used to obtain the minimum radius of curvature for all Class I alignments for the City of Santa Maria.

G. Bikeway Surface, Base and Subgrade. The Class I bikeway must be of such material and construction that it is adequate to support the wheel loads of bicycles and maintenance vehicles that may use the facility. Surface and base materials, such as stabilized earth, stone chip, soil cement, asphalt cement, hot mix asphalt concrete, colored hot mix, cold mix asphalt concrete, soil asphalt and concrete are all potential materials applicable to bikeway use. However, as costs of surfacing are a large factor here, surfacing of bikeways should be accomplished by methods and with materials already in use by the city.

As asphaltic material is already inexpensive for construction and maintenance costs, it should be used throughout the system. Thickness and other properties and conditions should be dictated by present roadway standards.

When determining width of paving, the following cements from "Effective Design for Bicycle Paths," Paving Forum, April 1966, p. 7 National Asphalt Paving Association, should be noted:

> "Most asphalt pavement is placed with spreaders and mixing plants are geared to the high rates of production that can be achieved with spreaders. Conventional spreaders can place widths ranging from 8 to 12 feet. If narrow widths are used that preclude the use of conventional spreaders, the cost of hand laying may boost the price per ton of the mix to the point where the narrow hand spread walk will approach the cost of a wider machine laid walk."

Class II bikeways, located generally on the street right-of-way will not necessitate resurfacing as these surfaces meet maintenance vehicle and bicycle requirements. It is, however, necessary to maintain the right-of-way in good repair and insure against "potholes" and large breaks and crevases. It will also be important to maintain and refurbish areas crossing railroad tracks as ground and surface displacement occurs at a greater rate than on average public streets.

H. Drainage. Class I bikeways will necessitate drainage to prevent accumulation of surface water; a substantial hazard to the cyclist. A 2 to 3 percent cross slope along the surface course will suffice. When bikeways are cut into hillside, drainage should be provided from the high side on a scale adequate to divert all uphill runoff under and/or away from the bike path.

For Class II and III bikeways, existing drainage systems will usually be sufficient, but problem areas should be provided with adequate drainage facilities.

I. Bikeway Design Capacity. The capacity of a bikeway is generally measured in units, such as cycles/hour or minute or other similar unit of time. However, a design capacity does not reflect the actual level of service that is desired or feasible under existing or prognosticated conditions. For purposes of this plan, the level of service (i.e., the need for passing, riding in groups or providing for different speeds of travel, etc.) should outweigh the unitary design capacity figures in terms of designing bikeways of single or multiple lanes.

Class I bikeways planned for recreational use should be four lane, two-way bikeways as these routes will be generally located in parks, open space areas and the like. Class I bikeways planned for utility purposes should be two-lane, two-way bikeways as these route will be located in areas where conservation and maximum utilization of space is necessary.

Class II bikeways serving areas of extremely high use by cyclists should be two-lane, one-way bikeways.

Most Class II bikeways, however, will be sufficient in the areas served as one-lane, one-way bikeways. These routes will service the large majority of bicycle traffic throughout Santa Maria.

It is generally accepted that Class II and III bikeways, since usually on public streets, be limited to one-way directional flow as two-way flow is determined to be a traffic hazard.

Volume criteria, while not ideal in determining bikeway design, must be considered in terms of peak hour and total volumes to depict significant figures. The significant figures generally acceptable in determining the need for multiple laning, separated right-of-way, or alternate routings include:

1. Regular bicycle traffic peak hours.
2. Future bicycle traffic peak hour demand.
3. Motor vehicle traffic at peak hours.
4. Correlation of traffic volumes at both bicycle and automobile peak hours.
5. Items 1 through 4 by trip type and purpose.

If the level of service to be offered the cyclist in terms of the goals of the short-range plan is to be implemented, the following recommended volume criteria should be adhered to as closely as possible. This table was formulated from material given in "Bikeway Planning Criteria and Guidelines," Institute of Transportation and Traffic Enginnering, April 1972.

VOLUME CRITERIA FOR BIKEWAYS

Motor Vehicle Volume	Bicycle Volume	Recommended Number Bikeway Lanes	Bikeway Capacity (cycles/hour)
-2,000/day	-50/day	—	--
-2,000/day	+50/day	1	1,700/hr
2,000-5000	-50/day	1	1,700/hr
2,000-5,000	+50/day	1	1,700/hr
2,000-5,000	+200/day	1 to 2	3,400/hr
+5,000/day	-50/day	1	1,700/hr
+5,000/day	+50/day	1 or 2	3,400/hr
+5,000/day	+200/day	1 or 2	3,400/hr

Provision of Class II and III Bikeways on Existing Streets. The placement of the bikeway on public streets is of critical importance. The general safety and convenience of traditional configurations does not allow for the interfacing of two-way Class II and III bikeways and is not considered herein. Furthermore, two-way Class II and III bikeways should not be allowed in the City of Santa Maria as they are defined violations of California Vehicle Code. However, one- and multiple-lane bikeways of one-way design are fully covered in terms of existing and future proposed street configurations.

Sign Placement

Since it is intended that all bikeway signing be of a size similar to standard signs for automobiles, placement of these signs and stencillings should be similar in terms of distance to the curb, clearance from trees and other objects, etc.

Sign spacing should be determined as recommended in the Manual for Uniform Traffic Control Devices which states clearly uniform policy for spacing. Generally, sign spacing will be dependent upon the varying conditions present, as well as the frequency of existing traffic controls. Excess signing should be eliminated wherever possible but not to the detriment of the cyclist.

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While standard automobile warning signs are sufficient in most instances, some additional warning signs for bicycles must be developed. It is imperative that cyclists be warned that drainage grating hazards, poor road surfaces and the like exist. As a rule, a sign placed 50 feet from the hazard will be adequate.

Generally, a bikeway should receive signing in the following instances:

1. Adequate signing is necessary at all decision points along the bikeway. These include:

   a. Signs informing the cyclist of upcoming directional changes.

   b. Confirmatory signs to insure that the route direction has been accurately comprehended.

2. Route or guide signing must be provided at regular intervals in order that:

   a. Newcomers to the route know that they are traveling on an officially designated bikeway.

   b. Cyclists already on the bikeway, especially in Class II, do not stray from it and lose their way.

3. Warning signs informing motorists that bikeways may be encountered should be positioned:

   a. Whenever a bikeway crosses the roadway at uncontrolled motorist intersections.

   b. When a bikeway either begins or ends.

   c. At any other points where large numbers of bikes may be expected (e.g., parks, schools, recreational facilities).

4. In urban areas, motorist directed warning signs should be positioned at a minimum of one-half block before bikes may be encountered.

5. Warning signs informing bicyclists of potential hazards require the following specifications:

   a. Along Class II and III bikeways, signs directed toward the motorist may also aid the cyclist. Little, if any, modification of existing procedures is necessary in such cases.

   b. Along Class bikeways and for all hazardous conditions on Class II or III bikeways for which there are no existing signs specific bicycle directed warning signs should be erected. In order to provide sufficient response time, these should be positioned 50 feet in advance of the condition toward which they are directed.

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6. All signs and stencilling should conform to those specified in the Manual of Uniform Traffic Control Devices.

The following table indicates the type of signs which may possibly be needed throughout the bikeway plan, the code number of the sign according to the 1971 Manual of Uniform Traffic Control Devices, U.S. Department of Transportation and the code number of signs listed in the State of California Division of Highways Traffic Manual, December 1972.

SIGNING TYPES

	Sign	MUTCO Number	California Division of Highways Number
1.	Bike Route	D11-1	G-93
2.	Directional Arrow		G-93A
3.	Begin	Not listed, should be designed similarly to G-93A in Cal. Manual	
4.	End		
5.	Bike Crossing	W11-1	W79 and W79A
6.	No Bicycles	R5-6	
7.	Pedestrians Prohibited	R5-3	R43
8.	Motor Driven Cycles Prohibited	R5-8	—
9.	Watch for Bikes	Should be designed similarly to the W class signs	
10.	Bike (Bicycle) Parking	Not listed	Not listed
11.	No Motor Vehicles	Not listed	Not listed
12.	Bump(s) Caution	W8-1	W37
13.	Dip(s) Caution	W8-2	W32
14.	Rough Road (Bikes)		W33
15.	Falling Rock (Bikes)		W50
16.	Rest Area (Bikes)	D5-2	G80
17.	Bike Turnout	Should be designed similarly to Cal. No. R50	
18.	Caution Drain Grates (Bikes)	Should be designed similarly to the W class signs	
19.	Telephone	D9-1	
20.	Information	Design variable	
21.	Caution (other)	Should be designed similarly to the W class signs	

SUMMARY OF BIKEWAY SIGNING AND MARKING STANDARDS

	Class I	Class II	Class III
Lateral Placement	1-3 ft. from edge	Roadway criteria	Roadway criteria
Vertical Placement	7 ft.	7 ft.	7 ft.
Positioning before hazards	50 ft.	50 ft.	50 ft.
Sign Spacing	At all decision points		10/mile
Sign Message	Standard	Standard	Standard
Sign Illumination	If considerable night usage, must be illuminated	Roadway criteria	Roadway criteria
Sign Size			
Route	Standard	Standard	Standard
Warning	May be less than standard	Standard	Standard
Stencilled Warnings Size and Uses			
Bike Route (D11-1)	24" x 18"	Recommended for sidewalk use only (24" x 18")	Recommended for sidewalk use only (24" x 18")
Bikeway (lettered)	Size to be determined	Size to be determined	Size to be determined
Bikeway (lettered)	6.0 x 31.0 ft. (total)	6.0 x 31.0 ft. (total)	
Additional Signs			
No Motor Vehicles (white)	Rectangular 24" x 18"	Rectangular 24" x 18"	
Watch for Bikes (yellow)		Diamond (30" x 30")	Diamond (30" x 30")
Begin/End Bike Route (green)	Standard	Standard	Standard
Striping			
On street bike lanes		Roadway criteria	
Multiple-lane bikeways	Standard or may be less than standard	Standard	

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Bikeway/Road Intersection		
Street crossings	Standard 1' x 1' painted squares	Standard
Pedestrian Crossings	Break in the BW line to indicate PED Row dominance-line continues through intersection	
Left-hand turn lane		Hash markings in "pocket" lane

Implementation Recommendations

In order to implement the initial bikeway plan for the City of Santa Maria, some changes in existing ordinances should be made.

A. Subdivision Ordinance

For ease of implementation in new developments, the street widths, right-of-way alignment and open space relationships of the subdivision ordinance should include the necessary standards provided in the bikeways plan. These standards should best represent those conditions of new development where bikeways are specified in the interim plan, and looking to the future, be applicable to those routes approved in the long range plan.

B. Zoning Ordinance

The zoning ordinance will have its greatest effect on bikeways in the area of parking provisions within new community activity center development. The general parking space suggestions of the bikeway plan should be translated into specific zoning requirements.

C. General Plan

As an element of the Transportation Element of the General Plan, the provisions of the bikeway plan should be reflected in the transportation plan program as well as

assisting in the land use portion of the General Plan. Bikeways may have a pronounced effect upon the shape of Santa Maria in light of new developments in energy and fuel conditions which are affecting and may affect more conventional transportation in Santa Maria.

D. City Bicycle Ordinance

With new provisions both in state law and by providing new right-of-way development, the City of Santa Maria will have to revise its ordinance regulating bicycle use. A highly compatible model ordinance is provided here for information. This ordinance is presently in force, with some variation, in the City of Davis, California.

CHAPTER 9

BICYCLES[1]

Article I. In General

& 9-1	Definition
& 9-2	Responsibility of parent

Article II. Bicycle Licenses

& 9-20	Bicycle Licenses Required
& 9-21	Application; fee
& 9-22	Issuance; terms; records
& 9-23	Renewal
& 9-24	Penalty for failure to obtain or renew
& 9-25	Issuance, attachment and removal of plates
& 9-26	Inspection of bicycles
& 9-27	Impoundment of unlicenses bicycles
& 9-28	Storage fees

Article III. Bikeways

& 9-30	"Right hand side of roadway" defined
& 9-31	Establishment; signs
& 9-32	Riding on roadway adjacent to bikeway
& 9-33	Direction of travel
& 9-34	Leaving bikeway
& 9-35	Walking bicycles
& 9-36	Driving vehicles across bikeways

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1 For state law as to operation of bicycles, see Veh. C., & 11100 et seq. As to authority of the city to license and regulate the operation and equipment of bicycles, see Veh. C., & 21206.

Articla IV. Bicycle Ownership

& 9-40 Transfer or ownership
& 9-41 Requirements imposed on rental agencies

Article I. In General

Sec. 9-1. Definitions

For the purposes of this chapter, the following words and phrases shall have the meanings respectively ascribed to them by this section:

"Bicycle" is any device propelled by human power upon which any person may ride, having two or more wheels any of which is 12 inches or more in diameter. For the purpose of this section, the original wheel size shall be used when defining a bicycle.

"Bikeway" is used to define all facilities that explicitly provide for bicycle travel. It can mean anything from fully separated facilities to simple signed streets. There are three classes of bikeways which are defined as follows:

Class I: A completely separated right-of-way designated for the exclusive use of bicycles. Crossflows by pedestrians and motorists are minimized.

Class II: A restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles. Through-travel by motor vehicles or pedestrians is not allowed, however, vehicle parking may be allowed. Cross-flows by motorists, for example to gain access to driveways or parking facilities, is allowed; pedestrian cross-flows, for example to gain access to parking facilities or associated land use is allowed.

Class III: A shared right-of-way designated as such by signs placed on vertical posts or stencilled on the pavement. Any bikeway which shares its through traffic right-of-way with either or both moving (not parking) motor vehicles and pedestrians is considered a Class III bikeway.

Sec. 9-2. Responsibility of Parent

The parent of any minor or the guardian of any ward shall not authorize or knowingly permit any minor or ward to violate any of the provisions of this chapter.

Article II. Bicycle Licenses

Sec. 9-20. Bicycle Licenses Required

No person who has owned or possessed a bicycle within the city for a period of 30 days shall ride or propel the bicycle on any street or bikeway within the city unless such bicycle has been licenses and a license plate is attached thereto as provided in this article.

Sec. 9-21. Application; fee

Application for a bicycle license shall be made upon a form provided by the city and shall be made to the chief of police. A fee of $——— shall be paid to the city before each license is granted.

Adopted 4/17/1979
Reformatted 4/21/1987

Sec. 22. Issuance; Terms; Records

(a) The chief of police, upon receiving proper application therefore, is authorized to issue or renew bicycle licenses. The following rules apply to such issuance or renewal.

1. Any license shall expire on an August 31st.

2. Any license issued after any February 1st shall expire on the second succeeding August 31.

3. The fee established for a license shall be readily divisible into six parts. The fee charged for a license shall be the equivalent of one-sixth of the fee for each quarter, or portion thereof, between the date of issuance and the date of expiration, except that the minimum fee charged shall be $———.

(b) The chief of police shall not issue a license for any bicycle when he knows or has reasonable grounds to believe that the applicant is not the owner of or entitled to the possession of the bicycle.

(c) The chief of police shall keep a record of the number of each license, the date issued, the name and address of the person to whom issued, the number on the frame of the bicycle for which issued and a record of all bicycle license fees collected by him.

Sec. 9-23. Renewal

(a) Upon the expiration of any bicycle license, a new or renewed license shall be obtained.

(b) Application for renewal of a bicycle license shall be made by the owner during a grace period between September 1 and November 1, succeeding the expiration date of the license.

Sec. 9-24. Penalty for Failure to Obtain or Renew

A penalty of — percent shall be added to the license fee if a bicycle owner fails to obtain a license as required by this chapter.

Sec. 9-25. Issuance, Attachment and Removal of Plates

(a) The chief of police, upon issuing a bicycle license, shall also issue a license plate bearing the license number assigned to the bicycle and the name of the city. The chief of police may provide for the transfer of the bicycle license.

(b) The chief of police shall cause such license plate to be firmly attached to the frame of the bicycle for which issued in such position as to be plainly visible from the rear.

(c) No person shall remove a license plate from a bicycle during the period for which issued, except in the event the bicycle is dismantled or no longer operated upon any street in this city.

(d) It shall be unlawful for any person to willfully or maliciously remove, destroy, ultilate or alter the number of any bicycle frame. It shall also be unlawful for any person to remove, destroy, mutilate or alter any license plate during the time in which such license plate is operative. Provided, however, that nothing in this title shall prohibit the police department from stamping numbers on the frame of bicycles on which no serial number can be found, or on which said number is illegible or insufficient for identification.

Sec. 9-26. Inspection of Bicycles

The chief of police shall inspect each bicycle before licensing the same and shall refuse a license for any bicycle which he determines is in unsafe mechanical condition.

Sec. 9-27. Impoundment of Unlicensed Bicycles

A bicycle parked or left standing in a public place, which bears no city license, may be impounded until such time as the owner purchases any required bicycle license.

Sec. 9-28. Storage Fees

The failure of an owner to claim a bicycle within 7 days after notification of storage by the police department will result in the charging of $0.25 per day storage fee. The fee shall not be charged for the first 7 days of storage.

Article III. Bikeways

Sec. 9-30. "Right Hand Side of Roadway" Defined

If a bikeway is separated from the traffic lane by a parking lane, then the edge of the bikeway nearest the center of the roadway shall be deemed the equivalent of the "curb" or the "right-hand side of the roadway" or the "shoulder of the roadway" or any other word or phrase in this code, or in the state law, which word or phrase references the extreme right-hand side of the roadway. It is the intent of this section that a substitute right-hand side of the roadway be created for purposes of compliance with local or state laws which reference the right-hand side of the roadway or such similar term for parking, emergency parking, driving or other similar purposes.

Sec. 9-31. Establishment; Signs

The City Council, by adoption of a bikeways plan for the City of Santa Maria authorizes the city engineer to erect, construct or otherwise establish the city bikeways in accordance with the adopted bikeways plan. The city engineer is hereby authorized to establish, erect or place signs or pavement markers upon any street, adjacent to any street or on other public land or facility within the city indicating the existence of a bikeway or otherwise regulating the operation and use of vehicles and bicycles with respect thereto, so long as such a sign or marking is consistent with this chapter and the adopted bikeways plan. Before such a sign is erected, the subject bikeway shall be designated on such street by appropriate painting and/or street markings or other manner as specified in the bikeways plan or by the city engineer relative to the public safety when such designation by the city engineer is consistent with the intent and meaning of the adopted bikeways plan. When such signs or markings are in place, no person shall disobey them.

Sec. 9-32. Riding on Roadway Adjacent to Bikeway

No person shall ride or operate a bicycle upon a roadway adjacent to which or upon which a bikeway has been designated except within such a bikeway or except as otherwise permitted by the provisions of this chapter.

Sec. 9-33. Direction of Travel

No person shall ride or operate a bicycle within a bikeway in any direction except that permitted of vehicular traffic traveling on the same side of the roadway; provided, that bicycles may proceed either way along a bikeway where arrows appear on the surface of the bikeway designating two-way traffic.

Sec. 9-34. Leaving Bikeway

Once having entered a bikeway, no person operating a bicycle shall leave such bikeway except at intersections; provided, that such person may leave a bikeway upon dismounting from a bicycle, walking the same and being subject then to all laws applicable to pedestrians; provided further, that such person may leave the bikeway between intersections in order to make a left-turn or a u-turn where such a turn is permissible for vehicular traffic, or to turn into driveways on the right or left hand side of the bikeway. Upon leaving a bikeway, the rider or operator or such bicycle shall yield the right-of-way to all vehicles and shall not leave the bikeway until it is safe to do so.

Sec. 9-35. Walking Bicycles

Bicycles may be walked subject to all provisions of laws applicable to pedestrians.

Sec. 9-36. Driving Vehicles Across Bikeways

No person shall drive a vehicle upon or across a bikeway except to enter a driveway or to park such vehicle or leave a parking space. No person shall drive upon or across a bikeway as permitted by this section except after giving the right-of-way to all bicycles within the bikeway.

Article IV. Bicycle Ownership

Sec. 9-40. Transfer of Ownership

It shall be the duty of every person who transfers ownership of any bicycle to report such transfer by returning to the police department the license issued to such person as licensee thereof, together with the name and address of the person to whom said bicycle was transferred, and such report shall be made within 10 days of the date of said transfer. It shall be the duty of the transferee of such a bicycle to apply for a transfer of license thereof within 30 days of said transfer.

Sec. 9-41. Requirements Imposed on Rental Agencies

Any person operating a rental agency shall not rent or offer any bicycle for rent unless the bicycle is licensed and a license plate is attached thereto as provided in this chapter and such bicycle is equipped with the lamps and other equipment required by state vehicle code.

G. BUSES

A demand-responsive shuttlebus system is in operation for senior citizens and handicapped persons in th City of Santa Maria. Dubbed SMOOTH, for Santa Maria Organization of Transportation Helpers, the system is primarily funded by SB-325 funds and revenue sharing from the city and county. Secondary funding sources include the Northern Santa Barbara County Rehabilitation Center, the Community Action Commission, the United Way and private donations. Use of the SMOOTH vans is increasing, and 1977 mileage showed more than a 50 percent increase over 1976. The most common trip purpose is for medical reasons, followed by nutrition and other types of shopping.

The city has no other public transit system in operation, nor is it likely that one will emerge in the near future.

H. TAXICABS

Five taxicabs operate within the city and are stationed at five taxi stands primarily within the central business district. There is relatively little demand for cab service at the Santa Maria Airport.

I. PEDESTRIANS

Unlike most communities of similar size, Santa Maria has no areas or corridors where pedestrian movement is a significant form of transportation. This is due primarily to the high value placed on the private automobile, and the lack of a public transit system. Even the Allan Hancock College Campus is surrounded by parking and vehicular access routes and is isolated from convenient pedestrian access to other parts of the community.

The commercial economy of the downtown area could very well be strengthened by improved pedestrian access to stores, particularly in the Westside Revitalization Area. However, under current conditions, pedestrian movement between the Westside area and the Town Center Mall is hazardous, due to a lack of consideration for the pedestrian in the design of parking areas, and the high-speed traffic on

Broadway between Main Street and Cook Street. Pedestrian traffic between the mall and the governmental centers south of Cook is also hampered by the many turning movements at intersections with cross walks.

A reexamination of community values will be necessary if pedestrianism is to become a viable, safe form of transportation within the central city area.

J. INTERCITY TRANSPORTATION: BUSES

Santa Maria is located along the San Francisco-Los Angeles corridor, 170 miles north of Los Angeles. Most of the intercity transportation routes involving Santa Maria are related to this active transportation corridor. This is particularly true of intercity bus service (Greyhound). Ten daily coaches in each direction, subject to seasonal variation, run along this north/south corridor and pass through Santa Maria, utilizing Broadway and Main Street between the bus terminal and US 101. These buses serve other communities at various frequencies. Daily trips to the following cities occur as follows:

Northbound		Southbound	
Arroyo Grande	5 stop(s) daily	Los Alamos	1 stop(s) daily
Pismo Beach	6 stop(s) daily	Vandenberg AFB	2 stop(s) daily
Shell Beach	1 stop(s) daily	Lompoc	2 stop(s) daily
San Luis Obispo	10 stop(s) daily	Buellton	3 stop(s) daily
Paso Robles	10 stop(s) daily	Goleta	3 stop(s) daily
Salinas	10 stop(s) daily	Santa Barbara	10 stop(s) daily
San Jose	9 stop(s) daily	Oxnard	8 stop(s) daily
San Francisco	10 stop(s) daily	Los Angeles	9 stop(s) daily
		San Diego	3 stop(s) daily

San Francisco and Los Angeles are transfer points to all other destinations besides Fresno which utilizes Paso Robles as a transfer point. Levels of ridership on Greyhound in Santa Maria remained constant during the last several years, although package and baggage volumes have steadily increased.

K. PASSENGER TRAINS

Fixed-rail passenger service (AMTRAK) utilizes the same north/south corridor, but does not serve Santa Maria. Northbound traffic utilizes the San Luis Obispo terminal, whereas southbound passengers would use either the San Luis Obispo or Santa Barbara terminal. Trains travel once a day in each direction, and do not pass through the study area.

Although some interest exists in establishing an AMTRAK passenger terminal for the Guadalupe-Santa Maria area, it is not seen by AMTRAK officials as a feasible alternative in the near future.

L. COMMERCIAL AVIATION

The level of intercity air passenger service to and from Santa Maria is a subject that has gained the attention of many citizens of the planning area. Two scheduled airlines now serve Santa Maria with flights to Los Angeles, and some service to the San Francisco Bay Area and the Central Valley. Hughes Airwest flies two Fairchild F-27s each day to and from Los Angeles. Swift Aire, utilizing smaller Nord 262 prop jets, has 15 daily flights, 6 northbound to the San Francisco Bay area and the San Joaquin Valley, and 9 southbound to Los Angeles.

Apollo Airways provides service from Santa Maria to Oakland twice daily. This service line, has improved the level of service to the San Francisco Bay Area which has been dwindling during the past several years.

The primary commercial air transportation need for Santa Maria in the future will be an increased variety of choices in flight times and destinations, as well as the need for larger, preferably jet, aircraft.

M. GENERAL AVIATION

The airport offers facilities for general aviation pilots by providing tie-down spaces and hangars for small aircraft. Approximately 100 aircraft are based at Santa Maria whereas an additional 9 (4 company-owned, 3 privately-owned and 2 helicopters) are based at a small private strip at the northwestern corner of town. The number of

annual aircraft movements in Santa Maria was 90,000 in 1977, and will be increasing steadily through 1985.

N. URBAN GOODS MOVEMENT: TRUCKING

Santa Maria's influence as a major agricultural center makes it an important focal point for the shipment of agriculture products by truck. Santa Maria is on several major Interstate Commerce Commission trucking routes. Unfortunately, many of the large industrial and manufacturing plants exist on the far west side of the planning area, while the major rural arterial, US 101, is on the far east side. This necessitates truck traffic passing through urban areas.

The conflicts created by this situation are as follows:

1. Truck traffic causes increased congestion and safety hazards along the principal east/west arterial, Main Street.
2. Truck traffic creates a noise problem when passing through residential areas.
3. In some locations, trucking outlets are adjacent to or even surrounded by residential areas. In these locations, health and safety hazards are far greater, especially when residents and truckers use the same public right-of-way for access and vehicle parking.

Proposed remedies for this problem included the creation of an industrial bypass along Taylor Road to Blosser, but this circulation alternative has been down-graded to a collector.

Increased usage of Betteravia Road, which has a LOS A, would reduce some of the truck congestion on Main Street. However, this may not be the most desirable route for north bound trucks, particularly those leaving the food processing plants below Main Street west of Blosser Road.

O. URBAN GOODS MOVEMENT: PIPELINES

Not all goods moved along intercity routes need to be transported via vehicular traffic. Natural gas and oil, for example, are shipped by use of pipelines from one location to another within the region.

Major natural gas pipelines in the study area run north and south near Blosser Road. Transmission lines for oil production in the oil fields south and east of the planning area connect with a major line running north and south near Railroad Avenue.

No major expansion of the existing pipeline system is planned. Specific maps of local residential hookups to the pipeline system are available at the Community Development Department, 428 South Broadway.

P. URBAN GOODS MOVEMENT: RAILROADS

The only local railroad within the planning area is the Santa Maria Valley Railroad. It is a common carrier, dealing only with local freight operations. Its 8-mile line runs from the Southern Pacific Line in Guadalupe to the west, to the Santa Maria River near Garey to the east. The tracks bisect the planning area, passing through the urban area along Jones Street. There is one spur track to the Santa Maria Airport, along Railroad Avenue.

Freight trains operate along the SMVRR tracks up to six time daily, carrying shipments of food, such as sugar beets, frozen vegetables and berries; and manufacturing goods, such as lime rock, coke and asphalt. Amounts of freight moved into and out of Santa Maria have shown moderate increases during the last several years.

The only significant impacts of the railroad facilities are:

1. Increase of noise and vibration impacts on adjacent residential areas.
2. Impingement of right-of-way on the proposed extension of Jones Street as a residential collector.



Noise Element
Technical Appendix

SUPPLEMENTAL INFORMATION AND TECHNICAL REPORT: NOISE ELEMENT

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April 21, 1987

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A. INTRODUCTION

The following appendix is designed to provide a greater discussion and clarification of noise issues as they relate to the city. Specific sections cover noise characteristics, noise criteria (federal and state), the noise environment, noise mitigation, enforcement, the relationship of the noise element to the general plan, and definitions.

B. NOISE CHARACTERISTICS

Noise is most often defined as unwanted sound. Sound levels can be easily measured, but the variability in subjective and physical response to sound complicates the analysis of its impact on people. A basic understanding of how sound is measured and described is provided below and is important to a more complete understanding of the programs identified in the noise element.

Sound is created when an object vibrates and radiates part of its energy as acoustic pressure or waves through a medium such as air, water, or a solid. The ear, the hearing mechanism of humans and most animals, receives these sound pressure waves and converts them to neurological impulses which are transmitted to the brain for interpretation. The interpretation or perception of sound may be different from the actual sound: loud sounds may seem quiet and quiet sounds may seem loud. Sounds may be perceived as loud, soft, noisy, quiet and high- or low-pitched. These subjective terms are all relative and do not convey technical information about the sound.

There are two parameters that are used technically to describe simple sounds.

- Amplitude — The amplitude of a sound is a measure of the pressure of force that a sound can exert. Subjectively, we say a sound is louder if it has a larger amplitude than another sound. Thus, the amplitude of sounds can be described either in measurable magnitude or in relative terms of loudness.

  Physically, sound pressure is measured and quantified in units of decibels (dB). The sound pressure scale is based on the logarithm of the square of the ratio of the sound pressure being measured to a standard reference pressure which is approximately the least sound pressure that people can perceive. Zero dB means the lowest level normally audible, but does not mean zero sound pressure.

- Frequency — The unit of frequency, Hertz (Hz), means cycles per second and refers to the number of times that the acoustic pressure (amplitude) peaks for each sound. Subjectively, a sound that has more cycles per sound is higher pitched. High-pitched sounds are produced by a rapidly vibrating sound source and, conversely, low-pitched sounds are from a more slowly vibrating source.

  The human hearing system is not equally sensitive to sound at all frequencies and responds more dramatically to sounds with frequencies in the range of 20 Hertz to 20,000 Hertz. Twenty Hertz is equivalent to 20 vibrations per second. Frequencies above 20,000 Hertz or below 20 Hertz

are inaudible to humans and referred to as ultrasound or infrasound, respectively.

The A-weighted decibel sound level scale has been developed to measure sound in a similar manner to the way the human hearing system responds. The use of the A-weighted scale is often indicated by using the abbreviation "dB(A)" for expressing the units of the sound level quantities. Because of the logarithmic relationship of decibels, sounds cannot be added arithmetically. For example, 60 dB(A) + 60 dB(A) = 63 dB(A). The 3 dB(A) change is equivalent to twice as much acoustic energy. Also, as the difference between two sound sources increases, the addition to the louder source decreases. This relationship is portrayed in the following decibel addition example; 60 dB(A) + 70 dB(A) = 70.4 dB(A). The previously discussed 3 dB(A) change represents a doubling of sound energy, but not a doubling in loudness. Loudness is a subjective interpretation. Generally, a 3 dB(A) change is not noticed, while a 5 to 10 dB(A) change is clearly noticeable. Due to nonlinearities in the mechanism of the human ear, a sound must be nearly 10 dB(A) higher than another to be judged twice as loud. It follows that a sound of 20 dB(A) is four times as loud, and 30 dB(A) is eight times as loud.

Typical A-weighted sound levels measured for various sources are provided in Figure T-N-1. For example, conversion at three feet is approximately 65 dB(A) and sound levels become intolerable and then painful at levels above 110 dB(A). A quiet urban daytime sound level is typically 50 dB(A). The public reaction to sound levels becomes more evident as sound levels increase. Sound levels below 50 dB(A) are generally accepted while complaints are possible at 70 dB(A).

As the distance to a noise source increases, the sound level diminishes. Sound waves are attenuated by both air and ground absorption. If the sound originates from a point source (such as an air conditioning unit), the rate at which the sound attenuates is 6 dB(A) per doubling of distance. Sound from a line source (a steady stream of vehicles) diminishes at 3 dB(A) per doubling of distance.

C. NOISE CRITERIA

While a A-weighted scale is often used to quantify the individual event sound level, and is related to subjective response ranking, psychoacousticians (scientists specializing in the effects of noise on people) have determined that the degree of annoyance response and other effects depend on a number of factors. Some of the factors (identified by researchers over the years) which affect our perception and cause us to categorize a sound as an annoyance or, in other words, as noise are:

- Magnitude of the event sound level in relation to the background (i.e., ambient) sound level.
- Duration of the sound event.
- Frequency of occurrence of events.
- Time of day events occur.

The federal and state governments have established noise guidelines and regulations for the purpose of protecting citizens from potential hearing damage and various other adverse physiological, psychological, and social effects associated with noise. The federal government specifically preempts control of noise emissions from aircraft, railroads, and interstate highways.

Federal

The federal government has adopted a number of standards and recommended noise criteria to protect people in both the working and home environments. The standards and criteria most applicable to the City of Santa Maria are discussed below. The federal agencies involved include: Department of Labor - noise standards for the workplace; Federal Highway Administration - design noise levels for federal highway projects; Department of Housing and Urban Development - maximum noise level standards for federally-assisted housing projects, and; Environmental Protection Agency - guidelines to adequately protect the public welfare.

Department of Labor: The first federal efforts regulating noise were issued by the Department of Labor in 1969 and established noise as an occupational health hazard. As a result, two legislative acts have been adopted that regulate noise from

PUBLIC REACTION	NOISE LEVEL (dBA)	COMMON INDOOR NOISE LEVELS	COMMON OUTDOOR NOISE LEVELS
	110	Rock Band	
			Jet Flyover at 1000 ft.
LOCAL COMMITTEE ACTIVITY WITH INFLUENTIAL OR LEGAL ACTION	100	Inside Subway Train	Gas Lawn Mower at 3 ft.
LETTERS OF PROTEST	90	Food Blender at 3 ft.	Diesel Truck at 50 ft.
COMPLAINTS LIKELY	80	Garbage Disposal at 3 ft. Shouting at 3 ft.	Noisy Urban Daytime
COMPLAINTS POSSIBLE	70	Vacuum Cleaner at 10 ft. Normal Speech at 3 ft.	Gas Lawn Mower at 100 ft. Commercial Area Heavy Traffic at 300 ft.
COMPLAINTS RARE	60	Large Business Office	
	50	Dishwasher Next Room	Quiet Urban Daytime
ACCEPTANCE	40	Small Theater, Conference Room (Background)	Quiet Urban Nighttime Quiet Suburban Nighttime
	30	Library Bedroom at Night Concert Hall (Background)	Quiet Rural Nighttime
	20	Broadcast and Recording Studio	
	10		
	0	Threshold of Hearing	

SOURCE: CALTRANS NOISE MANUAL, CALIFORINIA STATE DEPT. OF TRANSPORTATION, MARCH 1980, PG. I-1-4.

Common Noise Levels and Public Reaction

City of Santa Maria General Plan

FIGURE T-N-1

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industrial fixed-point sources resulting in hearing loss. The Walsh Healey Public Contracts Act, as amended, includes provisions for occupational noise regulations. Failure by a corporation to comply with the established standards may result in the corporation's removal from a list of bidders eligible for federal contracts.

The second legislative action, the Occupational Safety and Health Act (OSHA) of 1970, set noise exposure standards as shown in Table T-N-1 for all businesses engaged in interstate commerce.

TABLE T-N-1

OSHA PERMISSIBLE NOISE EXPOSURE

Duration-Hours Per Day	Sound Level dB(A)
8	90
6	92
4	95
3	97
2	100
1	105

Source: Department of Labor Occupational Noise Exposure Standard, Code of Federal Regulations, Title 29, Chapter XVII Part 1910, Subpart G, 36 FR10466, May 29, 1971, as amended and corrected through June 19, 1983.

Federal Highway Administration (FHWA): The FHWA has established noise standards for various types of land use. The FHWA noise standards by land use category for use in the planning and designing of highways are shown in Table T-N-2. These standards apply to federally funded highway projects, and are in terms of both Equivalent Noise Level (Leq) and L_{10}. An Leq is the level of average noise intensity for the noise event over the event's measurement duration. An L_{10} is the dB(A) noise level exceeded 10 percent of the time over the duration of the noise measurement period.

TABLE T-N-2

FHA DESIGN NOISE LEVEL/LAND USE RELATIONSHIPS

Category	Leq[1]	L_{10}[2]	Location	Description of Land
A	57	60	Exterior	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need, i.e., amphitheaters, parks, and open space.
B	67	70	Exterior	Picnic areas, recreation areas, playgrounds, active sport areas, and parks not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72	75	Exterior	Developed lands, properties, or activities not included in the above categories.
E	52	55	Interior	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

1 Equivalent Noise Level.
2 Noise level exceeded ten percent of the time.

Source: Department of Transportation, Federal Highway Administration Highway Noise Control Standards and Procedures, Title 23, Code of Federal Regulations, Chapter 1, Subchapter J, Part 772, 38, FR 15953, June 19, 1973, as amended through May 29, 1979.

Exterior noise levels apply to outdoor areas which have regular human use and in which a lowered noise level would be beneficial. The noise level values need not be applied to areas having limited human use or where lowered noise levels would produce little benefit. The indoor level relates to indoor activities where no exterior noise-sensitive land use or activity is identified.

Department of Housing and Urban Development (HUD): It is HUD's general policy to provide minimum national noise standards applicable to HUD programs to protect citizens against excessive noise in their communities and places of residence. HUD has adopted environmental criteria and standards for determining project acceptability and necessary mitigation measures to insure that activities assisted by HUD

achieve the goal of a suitable living environment. By "activities assisted," HUD is referring to its various housing and urban development financial assistance programs.

HUD's overall goal is for exterior residential noise levels not to exceed 55 dB day-night average sound level (Ldn) and for interior noise levels not to exceed 45 dB Ldn. However, as Table T-N-3 indicates, for purposes of regulation and to meet other program objectives, exterior sound levels of 65 dB Ldn and below are acceptable and allowable. Projects within 65 to 75 dB Ldn require special environmental clearance and additional noise insulation. Projects with a 75 dB and greater require a submittal of an Environmental Impact Statement (EIS).

TABLE T-N-3

HUD SITE ACCEPTABILITY STANDARDS

Acceptability	Ldn	Special Approvals and Requirements
Acceptable	65 dB and less	None
Normally Unacceptable	65 dB to 75 dB	Special environment clearance and 5 dB additional attenuation for building with 65 to 70 dB Ldn and 10 dB additional attenuation for buildings within 70 to 75 dB Ldn.
Unacceptable	75 dB and greater	Submittal of Environmental Impact Statement.

Source: Department of Housing and Urban Development Environmental Criteria and Standards, Title 24, Code of Federal Regulations, Part 51, issued at 44 FR 40860, July 12, 1979; amended by 49 FR 880, January 6, 1984.

Environmental Protection Agency (EPA): In 1972, Congress enacted the Noise Control Act. This act authorized the EPA to publish descriptive data on the effects of noise and establish levels of sound "requisite to protect the public welfare with an adequate margin of safety." These levels are separated into health (hearing loss levels) and welfare (annoyance levels) as shown in Table T-N-4. The EPA cautions that their identified levels are not standards because they do not take into account the cost or feasibility of the levels. For protection against hearing loss, 96 percent

of the population would be protected if sound levels are less than or equal to an Leq (24) of 70 dB. The "(24)" signifies an Leq duration of 24 hours. The EPA activity and interference guidelines are designed to ensure reliable speech communication at about 5 feet in the outdoor environment. For outdoor and indoor environments, interference with activity and annoyance should not occur if levels do not exceed 55 dB(A) and 45 dB(A), respectively.

TABLE T-N-4

SUMMARY OF EPA NOISE LEVELS IDENTIFIED AS REQUISITE TO PROTECT PUBLIC HEALTH AND WELFARE WITH AN ADEQUATE MARGIN OF SAFETY

Effect	Level	Area
Hearing Loss	Leq (24) $\geq$ 70 dB	All areas.
Outdoor activity interference and annoyance	Ldn $\geq$ 55 dB	Outdoors in residential areas and farms and other outdoor areas where people spend widely varying amounts of time and other places in which quiet is a basis for use.
	Leq (24) $\geq$ 55 dB	Outdoor areas where people spend limited amounts of time, such as school yards, playgrounds, etc.
Indoor activity interference and annoyance	Leq $\geq$ 45 dB	Indoor residential areas.
	Leq (24) $\geq$ 45 dB	Other indoor areas with human activities such as schools, etc.

Source: U.S. Environmental Protection Agency, "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety." March 1974.

The noise effects associated with an outdoor Ldn of 55 dB are summarized in Table T-N-5. At 55 dB Ldn, 95 percent sentence clarity (intelligibility) may be expected at 3.5 meters, and no community reaction. However, 1 percent of the population may complain about noise at this level and 17 percent may indicate annoyance.

TABLE T-N-5

SUMMARY OF HUMAN EFFECTS IN AREAS EXPOSED TO 55 dB LDN

Type of Effect	Magnitude of Effect
Speech - Indoors	100 percent sentence intelligibility (average) with a 5 dB margin of safety.
- Outdoors	100 percent sentence intelligibility (average) at 0.35 meters.
	99 percent sentence intelligibility (average) at 1.0 meters.
	95 percent sentence intelligibility (average) at 3.5 meters.
Average Community Reaction	None evident; 7 dB below level of significant complaints and threats of legal action and at least 16 dB below "vigorous action" (attitudes and other non-level related factors may affect this result).
Complaints	1 percent dependent on attitude and other non-level related factors.
Annoyance	17 percent dependent on attitude and other non-level related factors.
Attitudes Towards Area	Noise essentially the least important of various factors.

Source: U.S. Environmental Protection Agency, "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety," March 1974.

State of California

The State of California has adopted noise standards in areas of regulation not preempted by the federal government. State standards regulate noise levels of motor vehicles, freeway noise affecting classrooms, noise insulation, occupational noise control and airport noise. The state has also developed land use compatibility guidelines for community noise environments. The applicable standards and guidelines for the city are discussed.

Motor Vehicles: The California Motor Vehicle Code sets operational noise limits for motor vehicles (Section 23130), requires an adequate muffler in constant operation and properly maintained (Section 27150), prohibits the sale or installation of a motor

vehicle exhaust system unless it meets regulations or standards (Section 27150.1), prohibits the modification of the exhaust system to amplify or increase the noise above that of the original system (Section 27151), prohibits the sale of new vehicles exceeding the noise limits (Section 27160), and sets noise limits for the operation of off-highway motor vehicles (Section 38280) as shown in Table T-N-6. Police and traffic officers generally enforce this code.

Freeway Noise Affecting Classrooms: The California law on freeway noise affecting classrooms is designed to mitigate noise impacts to existing classrooms, libraries, multi-purpose rooms, and spaces used for pupil personnel services of a public or private elementary or secondary school. State funded noise abatement programs are required when freeway traffic or the construction of the freeway exceeds 55 dB(A) L_{10} or 52 dB(A) Leq. The temporary or permanent noise abatement program may include installing acoustical materials, eliminating windows, installing air conditioning, or constructing sound buffer structures. Further explanations of this law are found in California Streets and Highway Code, Division 1, State Highways, Chapter 1, Administration, Article 6; Section 216, as amended.

Noise Insulation Standards: The State Noise Insulation Standards are found in California Administrative Code, Title 25, Chapter 1, Subchapter 1, Article 4 as amended through June 16, 1979. The purpose of the standards is to establish minimum noise insulation performance standards to protect persons within new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings. The insulation standards are shown in Table T-N-7.

TABLE T-N-6

CALIFORNIA MOTOR VEHICLE NOISE LIMITS FOR SALE OF VEHICLES

Description	Date of Manufacture	dB(A) Value at 50 Feet
Sale of new vehicles		
Motorcycles	Before 1970	92
Motorcycles, other than motor-driven cycles	After '69, Before '73	88
	After '72, Before '75	86
After '74, Before 86	83	
After '85	80	
Vehicle with a gross vehicle weight of 6,000 lbs. or more	After '67, Before '73	88
	After '72, Before '75	86
After '74, Before '78	83	
After '77	80	
Any other motor vehicle	After '67, Before '73	86
After '72, Before '75	84	
After '75	80	
Noise level limits for the operation of off-highway motor vehicles	Before '73	92
	After '72, Before '75	88
	After '74	86

Operation of Vehicle	Speed Limit 35 or Less[1]	45 or Less[2]	More than 45[2]
Any motor vehicle with a manufacturer's gross vehicle weight rating of 6,000 pounds or more and any combination of vehicles towed by such motor vehicle.	82 dB(A)	—	—
Any motor vehicle with a manufacturer's gross vehicle weight rating of more than 10,000 pounds and any combination of vehicles towed by such a motor vehicle.	—	86 dB(A)	90 dB(A)
Any motorcycle other than a motor driven cycle.	77 dB(A)	82 dB(A)	86 dB(A)
Any other motor vehicle and any combination of vehicles towed by such motor vehicle.	74 dB(A)	76 dB(A)	82 dB(A)

1. On streets with a grade not exceeding plus or minus 1 percent.
2. On any street.

Source: Excerpts from the California Motor Vehicle Code.

TABLE T-N-7

CALIFORNIA NOISE INSULATION STANDARDS

Structure	Sound Transmission Class (STC) (Rated/Field-Tested)	Impact Insulation Class (IIC) (Rated/Field-Tested)
Floor-ceiling assemblies	50/45	50/45
Wall assemblies	50/45	50/45
Dwelling unit entrance doors from interior corridors	30	——

Source: California Administrative Code, Title 25, Article 4, Chapter 1, Subchapter 1, Article 4, as amended through June 16, 1979.

The standards state that interior noise levels with windows closed shall not exceed an annual noise level of 45 dB CNEL in any habitable room. In addition, residential buildings or structures within a 60 dB CNEL from airport, vehicular, or industrial noise sources shall require an acoustical analysis showing that the proposed building has been designed to limit intruding noise to the allowable 45 dB CNEL interior noise level.

Airport Noise Standard: California Administrative Code, Title 21, Public Works, Chapter 25, Division of Aeronautics, Subchapter 6. Noise Standards require that land use be compatible within a criterion CNEL contour for airports. One objective of this standard is to create an urban development pattern in which all the land included within the criterion CNEL contour is devoted to either airport or nonsensitive land uses as defined in the standards.

On January 1, 1986, the noise standards became more restrictive as they currently do not permit land use incompatibilities within an airport's 65 dB CNEL contour.

Incompatible land uses including:

- Single-family dwellings.
- Multiple-family dwellings.
- Trailer parks.
- Schools of standard construction.
- Hospitals.

Compatible land uses include:

- Agricultural.
- Airport property.
- Industrial property.
- Commercial property.
- Property subject to avigation easement for noise.
- Zoned open space.
- High rise apartments in which adequate protection against exterior noise has been included in the design and construction, together with a central air conditioning system. Adequate protection means the noise reduction (exterior to interior) shall be sufficient to assure that interior CNEL in all habitable rooms does not exceed 45 dB during aircraft operations.

Occupational Noise Control Standards: California Occupational Noise Control Standards are found in California Administrative Code, Title 8, Industrial Relations, Chapter 4, as revised and effective September 28, 1984. A summary of the permissible noise exposure at a workplace is shown in Table T-N-8.

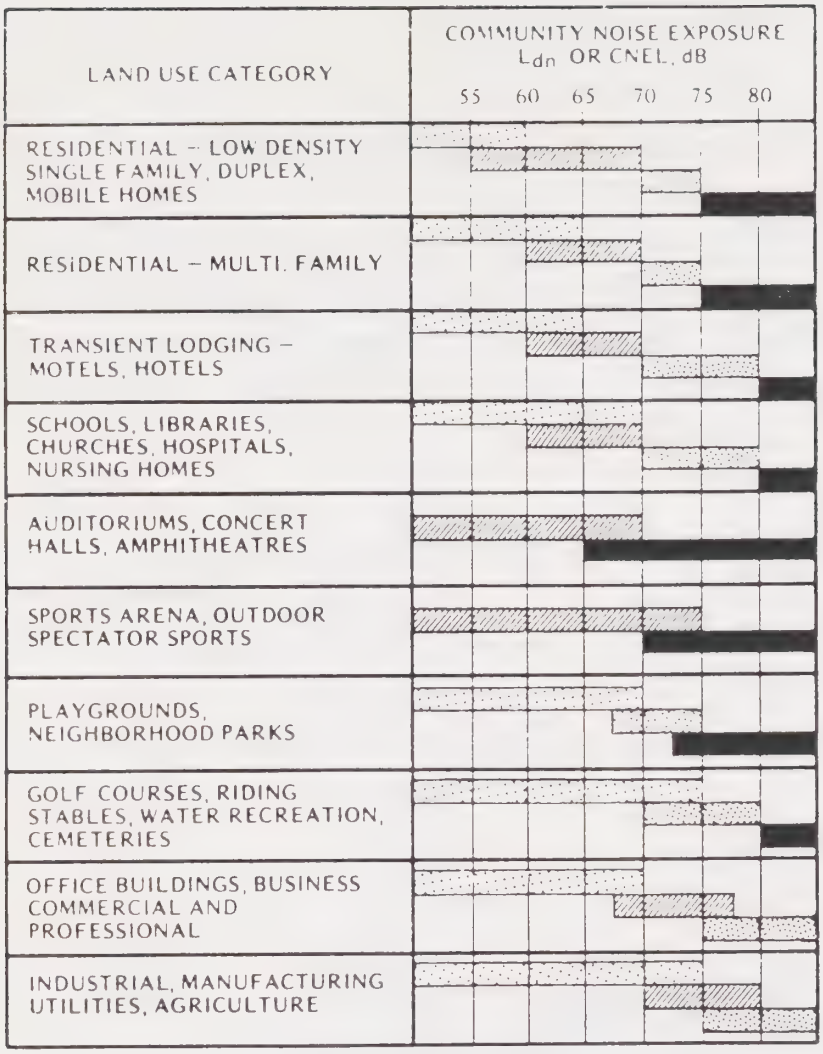
Land Use Compatibility Guidelines: The State Office of Noise Control in Guidelines for the Preparation and Content of Noise Elements of the General Plan, February 1976, provided guidance for the acceptability of projects within specific Ldn/CNEL contours. These land use compatibility guidelines are provided in Figure T-N-2. Residential uses are normally unacceptable in areas exceeding 70 dB CNEL and conditionally acceptable within 60 to 70 dB CNEL. Schools, libraries, churches, hospitals, and nursing homes are treated as noise sensitive land use requiring acoustical studies within areas exceeding 60 dB CNEL. However, the state stresses that these guidelines can be modified to reflect communities sensitivity to noise.

TABLE T-N-8

CALIFORNIA OCCUPATIONAL NOISE CONTROL STANDARDS

Sound Level dB(A)	Permitted Hours of Exposure Per Weekday
90	8
95	4
100	2
105	1
110	0.5

Source: California Administrative Code, Title 8, Industrial Relations, Chapter 4, as revised and effective September 28, 1984.



INTERPRETATION

NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

CONSIDERATIONS IN DETERMINATION OF NOISE–COMPATIBLE LAND USE

A. NORMALIZED NOISE EXPOSURE INFORMATION DESIRED

Where sufficient data exists, evaluate land use suitability with respect to a "normalized" value of CNEL or L_{dn}. Normalized values are obtained by adding or subtracting the constants described in Table 1 to the measured or calculated value of CNEL or L_{dn}.

B. NOISE SOURCE CHARACTERISTICS

The land use-noise compatibility recommendations should be viewed in relation to the specific source of the noise. For example, aircraft and railroad noise is normally made up of higher single noise events than auto traffic but occurs less frequently. Therefore, different sources yielding the same composite noise exposure do not necessarily create the same noise environment. The State Aeronautics Act uses 65 dB CNEL as the criterion which airports must eventually meet to protect existing residential communities from unacceptable exposure to aircraft noise. In order to facilitate the purposes of the Act, one of which is to encourage land uses compatible with the 65 dB CNEL criterion wherever possible, and in order to facilitate the ability of airports to comply with the Act, residential uses located in Community Noise Exposure Areas greater than 65 dB should be discouraged and considered located within normally unacceptable areas.

C. SUITABLE INTERIOR ENVIRONMENTS

One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no greater than 45 dB CNEL of L_{dn}. This requirement, coupled with the measured or calculated noise reduction performance of the type of structure under consideration, should govern the minimum acceptable distance to a noise source.

D. ACCEPTABLE OUTDOOR ENVIRONMENTS

Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the maximum considered "normally acceptable" for that land use category, may be appropriate.

SOURCE: CALIFORNIA DEPT. OF HEALTH, GUIDELINES FOR THE PREPARATION AND CONTACT OF NOISE ELEMENTS OF THE GENERAL PLAN, FEBRUARY 1976.

Land Use Compatability

City of Santa Maria General Plan

FIGURE T-N-2

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Note that CNEL is not a measure but a computation of measured sound levels. People do not "hear" CNEL, but respond to the sound levels of individual events or noise sources. People may integrate over long term intervals (daily, weekly, etc.) their response to noise and make subjective judgments about the "quality" of the noise environment.

The noise contours represent lines of equal noise exposure, just as the lines on a weather map indicate equal temperature or atmospheric pressure. The contours provide a visualization of estimates of sound level. Land forms and man-made structures have very complex effects on sound transmission and on noise contours. Generally barriers between a source and receiver absorb and/or reflect noise resulting in a quieter environment. Where barriers or land forms do not interrupt the noise transmission path from source to receiver, the contours prove to be good estimates of the average noise level. In areas where barriers or land forms interrupt the sound transmission, the noise contours overestimate the extent to which a source intrudes into the community. Unfortunately, it is virtually impossible for the Noise Element to analyze each roadway segment of the city for barrier noise attenuation. Therefore, where specific projects are proposed within noise impacted areas, an acoustical analysis should be completed to evaluate the noise reduction provided by any barriers to the noise path.

CNEL values have been shown to be closely related to, and often within, 1 dB of Day-Night Average Sound Level (Ldn) values, a noise metric commonly used by federal agencies. The Ldn methodology does not weight sound events occurring between 7 p.m. and 10 p.m.

The Santa Maria roadway noise contours were generated with the Federal Highway Administration's Highway Traffic Noise Prediction Model, U.S. Department of Transportation (1978). This model was modified to generate CNEL values. Model input data included existing and projected average daily traffic levels; day/evening/night percentages of autos, medium and heavy trucks; vehicle speeds; ground attenuation factors; and roadway widths. The average daily traffic assumptions and distances to the roadway 60 and 65 dB CNEL contours are provided in Table T-N-9.

TABLE T-N-9

1985 AND 2005 DAILY TRAFFIC AND DB CNEL CONTOURS BY ROADWAY[1]

Roadway	Average Daily Traffic 1985	Average Daily Traffic 2005	Distance to dB CNEL Contour From Roadway Centerline 1985 60 dB	1985 65 dB	2005 60 dB	2005 65 dB
U.S. 101 Through City	30,200	49,500	1,908	662	3,031	1,039
Alvin Avenue						
Blosser Rd. to College Dr.	6,000	9,600	60	50	84	50
College Dr. to Suey Rd.	5,200	8,320	59	50	92	50
Battles Road						
Thornburg to S. Broadway	5,500	9,020	50	50	66	50
Betteravia Road						
Blosser Rd. to S. Broadway	13,000	21,320	381	125	200	624
S. Broadway to U.S. 101	16,500	27,060	483	156	791	252
Blosser Road						
Donovan Rd. to Main St.	10,000	16,400	219	72	358	115
Main St. to Betteravia	15,000	24,600	327	105	537	171
Broadway						
U.S. 101 to Grant St.	8,300	13,600	245	84	399	130
Grant St. to Fesler St.	12,500	20,500	199	70	324	107
Fesler St. to Battles Rd.	24,200	40,500	326	107	513	165
Battles to Santa Maria Wy.	31,250	51,250	682	219	1,118	355
California Boulevard						
S. City Limits to Foster Rd.	4,900	8,050	50	50	61	50
College Drive						
Alvin Ave. to Fesler St.	6,000	9,840	97	50	156	50
Fesler St. to Stowell Rd.	9,200	15,090	97	50	109	50
Cook Street						
Blosser Rd. to Depot St.	5,300	8,690	50	50	64	50
Depot St. to Broadway	7,200	11,800	54	50	86	50
Broadway to Miller St.	10,500	16,800	77	50	120	50
Donovan Road						
Blosser Rd. to Railroad Ave.	9,100	14,920	145	50	236	77
Railroad Ave. to Broadway	12,100	19,840	191	69	313	101
Broadway to U.S. 101	10,000	16,400	159	50	259	84
U.S. 101 to Suey Rd.	8,000	13,120	127	50	207	67

TABLE T-N-9 (continued)

Roadway	Average Daily Traffic 1985	Average Daily Traffic 2005	Distance to dB CNEL Contour From Roadway Centerline 1985 60 dB	1985 65 dB	2005 60 dB	2005 65 dB
Enos Drive						
Thornburg St. to Broadway	8,500	13,940	63	50	100	50
Fesler Street						
Railroad Ave. to Broadway	5,700	9,350	50	50	70	50
Main Street						
Blosser Rd. to Suey Rd.	15,780	25,880	250	85	408	132
Miller Street						
Santa Maria to Alvin Ave.	11,900	19,520	107	50	166	56
Morrison Avenue						
Blosser Rd. to Broadway	4,500	7,200	50	50	54	50
Orcutt Expressway						
Santa Maria to Foster Rd.	20,900	34,280	1,014	322	1,662	527
Railroad Avenue						
Donovan Rd. to Alvin Ave.	7,000	11,480	112	50	182	61
Alvin Ave. to Main St.	5,400	8,860	50	50	66	50
Santa Maria Way						
Broadway to U.S. 101	6,700	10,990	150	50	242	83
Skyway Drive						
Betteravia Rd. to Route 135	11,500	18,860	558	178	915	290
Stowell Road						
Blosser Rd. to Thornburg St.	9,100	14,560	145	50	230	75
Thornburg St. to Broadway	11,600	18,560	184	61	293	95
Broadway to U.S. 101	13,200	21,120	209	69	323	107
Suey Road						
Donovan Rd. to Jones St.	4,100	6,720	67	50	107	50

1. The distances do not consider any barriers to the noise path.

The Santa Maria Public Airport noise contours were derived from the 1979 Airport Master Plan. The noise contours for existing conditions depict 1978 operational levels and procedures. The future noise contour represent projections for the year 2000.

Most residential areas in the area around Santa Maria are exposed to a CNEL of no greater than 55 dB, well within the recommended limits. However, areas near transportation noise sources do experience levels in excess of 60 and even 65 dB CNEL. It is these areas with which the city is most concerned. Based on federal and state standards and guidelines, when noise levels exceed 60 dB CNEL, the city has the responsibility to review proposed projects to ensure noise and land use compatibility.

The dB CNEL contours reflect an averaged noise exposure from transportation sources. The peak noise levels commonly occurring from these transportation noise sources are provided below as a reference for understanding noise levels.

- U.S. Highway 101 (traffic noise levels as high at 80 dB(A) are experienced at residential locations close to the highway).
- Primary and secondary arterials (noise levels at residential locations bordering these roads exceed 65 dB(A)).
- Santa Maria Airport (peak noise levels at locations to the southeast of the runway exceed 80 dB(A)).
- Santa Maria Railroad (train noise levels exceed 70 dB(A) at residential locations bordering the right-of-way and can be particularly intrusive during late night and early morning hours).

Examples of some of Santa Maria's noise probable areas include:

- Rock products operation at the easterly end of Donovan Road generates peak noise levels to 98 dB(A) when heavily loaded trucks leave the yard. Rock movement activity, other than truck movements, generate a noise level of about 58 dB(A) at the same location.
- Truck loading activity on Depot Street near Mill Street (Frank L. Martin Company) produces peak noise levels as high as 87 dB(A) at nearby residential locations.
- Refrigeration cars being held in the railroad switching yard on Jones Street produce a noise level of 80 dB(A) when measured 50 feet from the cars.

- Improperly muffled engines on off-road vehicles, motorcycles, buses, and trucks produce high noise levels throughout the planning area.

- Agricultural goods packing and handling at a number of locations in the westerly and central part of the city. Specifically, the plant just west of the Santa Maria Valley Railroad on Stowell Road generates truck noise levels as high as 97 dB(A) and tractor operation at a level of 68 dB(A) when measured at a distance of 50 feet.

- Movement of petroleum goods and related equipment develops a number of truck movements, particularly along the arterials to the east of the city. For example, at a location 100 feet north of Battles Road on Rosemary Road, heavy trucks generated peak noise levels of about 80 dB(A). About 20 percent of the traffic on Battles Road appears to involve heavy truck movements.

E. NOISE MITIGATION

Noise control is a function of the noise source, transmission path, and receiver as shown in Figure T-N-3. The solid arrows represent the transmission path while the broken lines indicate reflection of sound waves. The most effective noise control actions are a combination of reducing the noise at the source, lengthening or interrupting the noise transmission path, and locating noise sensitive land uses away from noise sources.



Noise Transmission FIGURE T-N-3

Noise Control At The Source

The major noise sources in the city are vehicular traffic on U.S. 101 and major roadways and the Santa Maria Public Airport. As discussed previously, the California Vehicle Code contains noise limits applicable to new vehicles at the time of manufacture and noise regulations pertaining to the operation of all vehicles on public roads. Possible actions by the city to minimize noise at the source include reducing vehicle speeds, establishing truck routes, and regulating traffic flow. Because of their interstate carrier role, local governments have no authority to restrict railroad operations. However, the EPA has established noise limitations on train noise.

Commercial and industrial uses could become major noise sources in the future. Effective site planning and layout can minimize noise transmission to nearby receptors. Traffic access points, loading areas, and noise-generating machinery should all be located away from noise sensitive areas or mitigated.

Noise Transmission Path

The transmission path from the source to the receiver has distinct and significant effects upon the characteristics of the sound reaching the receiver. Physical barriers can interfere with the path of sound waves. Examples of such structures are walls, berms, and certain types of trees and hedges, as well as topography. The influence of a structure may be accidental, or it may be intentional, such as the use of insulation materials deliberately inserted between the source of sound and the receiver to reduce the intensity of the sound wave or to change the spectral content. Physical barriers either reflect the sound wave and/or absorb some of the energy.

Noise-attenuating barriers are commonly incorporated into projects and can effectively reduce noise levels. The effectiveness of a barrier depends on the relative height and materials of the barrier, the noise source, the affected area, and the horizontal distance between the source and the barrier, and between the barrier and the affected area. Barriers are often the only measure available to attenuate adverse noise levels. If they are evaluated early in the planning stage, they can be integrated into the architectural design of a proposed project at minimal cost. Table T-N-10 shows possible noise reduction from several types of barriers.

TABLE T-N-10

BARRIER NOISE REDUCTION

Type	Noise Reduction
Earth Berm[1]	Up to 15
Block Walls[2]	Up to 15
Trees and Shrubs[3]	3 to 5

1 The berm must be high enough to block the line-of-sight between source and receiver.
2 Block walls must be high enough to block line-of-sight. Walls must be long enough to prevent noise from going around the ends of the structure.
3 Trees and shrubs must be dense vegetation and at least 100 feet in depth in order to attenuate noise by 3 to 5 db.

When there are natural features on a site, such as hills and ridges, valleys and depressions, they should be preserved and incorporated into the site plan as a buffer to minimize noise transmission. A noise barrier may be any solid structure high and dense enough to reflect, rather than allow the passage of sound waves. While noise barriers can be extremely effective, their aesthetic effect on a neighborhood must be considered.

Noise can be scattered, absorbed, and reduced by vegetation. However, a planted strip of trees and bushes must be 50 to 100 feet thick to reduce noise levels significantly. There are two other ways in which plants can be useful in reducing the effect of noise. First, a visual screen of plants between a noise source and a sensitive area is not only aesthetically pleasing, but also affects the perceived noise level by those who cannot see the noise source. Rows of dense bushes, vines, or trees planted along a major expressway soften the impact of the traffic, even though the actual noise level is reduced very little. Second, bushy plants located around walls, hills, road shoulders, and other large impervious obstacles improve their effectiveness as noise barriers and lower the amount of noise reflected from hard surfaces.

Noise Control At The Receptor

The control of noise at the receiver primarily focuses on isolating noise sensitive activities from noise sources. Methods for noise control at receptors include: locationing non-noise sensitive uses within the 60 dB Ldn, planning site layouts to block noise transmission, incorporating design and construction techniques to insulate individual noise sensitive buildings, and redevelopment of existing noise impacted areas with noise compatible uses. Examples of noise mitigating site design are shown in Figures T-N-4 and T-N-5. In Figure T-N-4, noise sensitive living areas of the dwelling unit are located away from the freeway. Figure T-N-5 indicates effective site planning by locating non-noise sensitive parking areas closest to the noise source. This figure also locates one structure (Building 10) so as to shield the remaining buildings and outdoor living areas from noise intrusion.

Summary

Noise mitigating actions can be very effective. A sample of noise mitigation measures are listed below.

Acoustical Site Planning

- Increase the distance from noise source to receiver.
- Minimize wall surfaces that are oriented directly towards noise source.
- Cluster noise sensitive development.

Acoustical Architectural Design

- Reduce window-to-wall percentages (window area to wall size).
- Locate noise sensitive rooms away from the noise source.
- Locate balconies on the sides of homes which are opposite the noise source.

Acoustical Construction

- Construct walls with greater sound insulation capabilities.
- Minimize the area of windows which are oriented towards the noise source.
- Provide air conditioning, thus lessening the need to open windows for cool ventilation.
- Increase thickness of glass on windows.
- Install double-glazed windows.
- Install fixed pane windows.

Barriers

- Construct earth berms or walls between the noise source and receptor to decrease noise transmission.

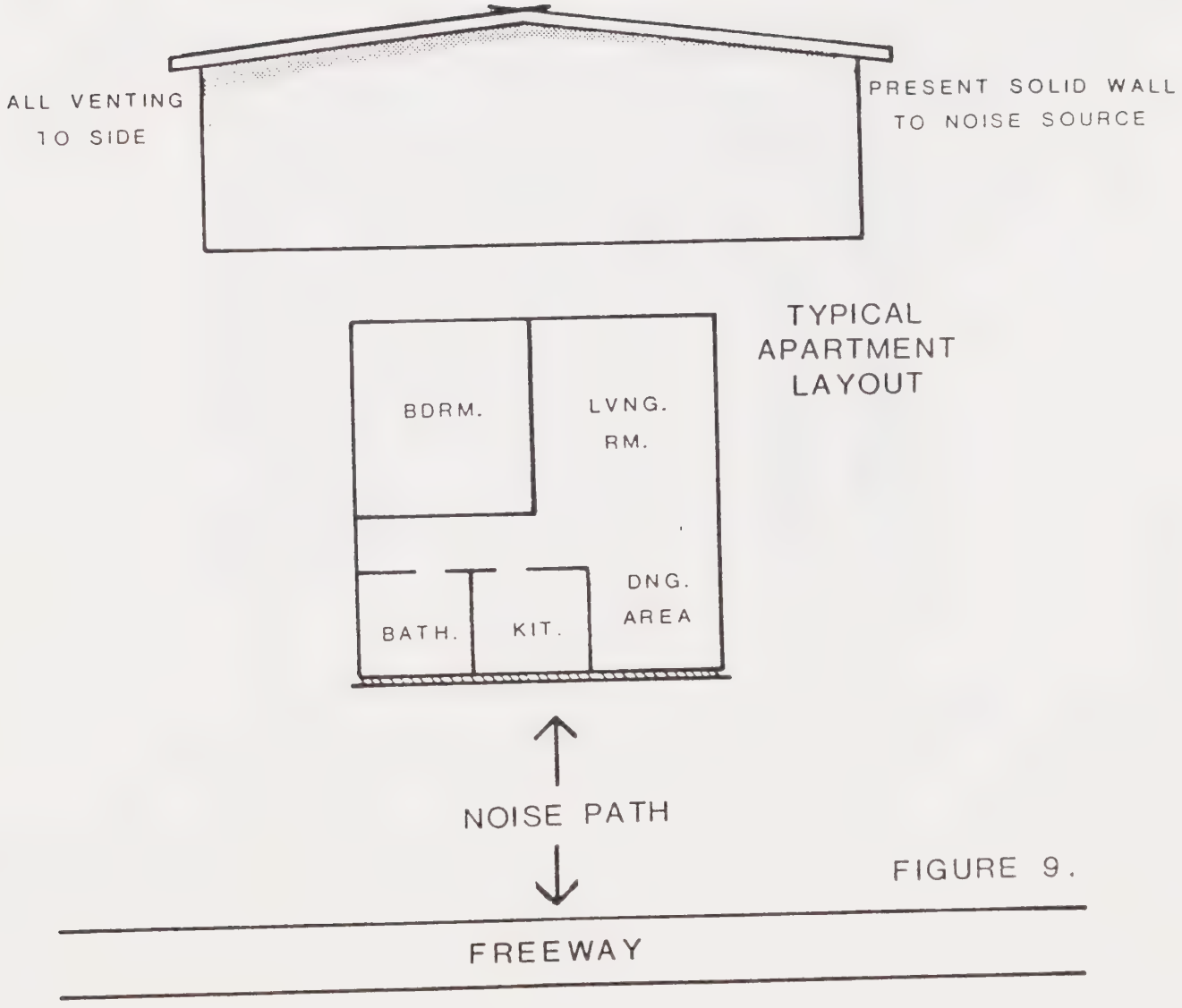
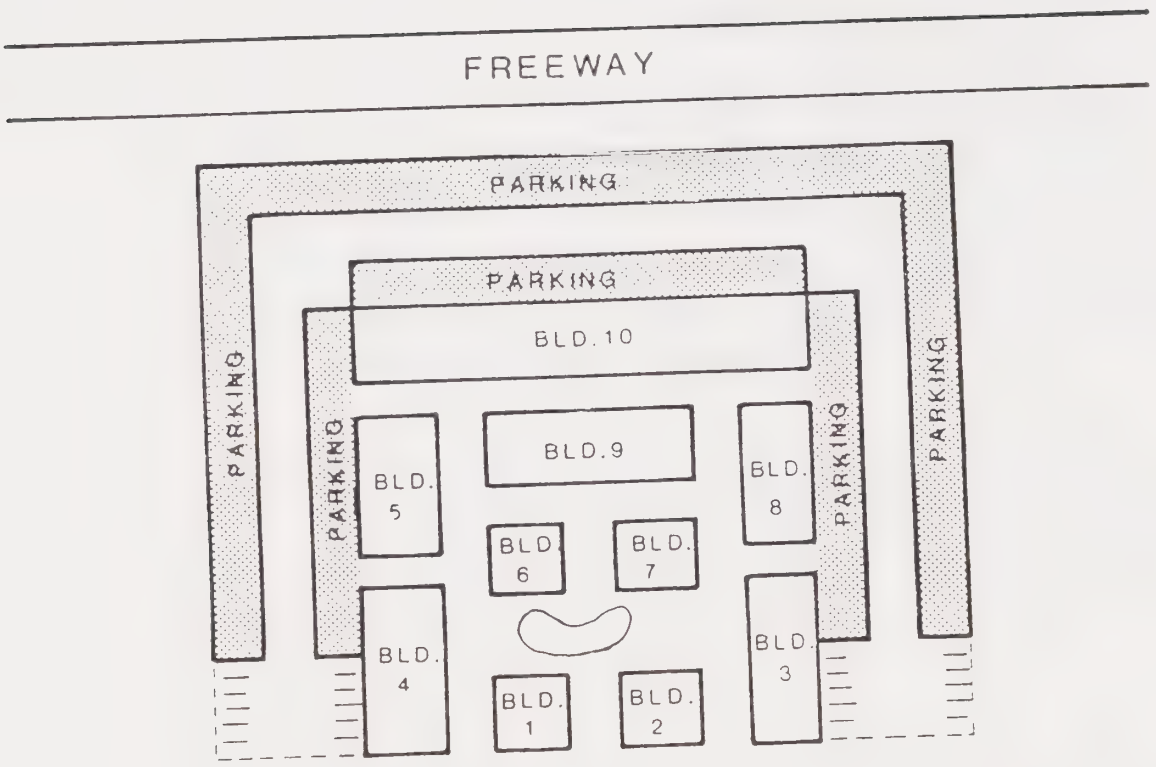


FIGURE 9.

FIGURE T-N-4

City of Santa Maria General Plan

Michael Brandman Associates



SITE DESIGN FOR THE ATTENUATION OF NOISE

FIGURE T-N-5

City of Santa Maria
General Plan

Michael Brandman Associates

F. ENFORCEMENT

The primary administrative controls to prevent noise and land use in compatibilities, are the general plan, zoning ordinance, and the adoption of a noise ordinance. For the city to achieve noise and land use compatibility, it is imperative that mitigation measures and/or restrictions be imposed on future noise sensitive developments proposed within 60 dB CNEL contours. In addition, noise sensitive developments, proposed near existing stationary noise sources generating noise levels exceeding 60 dB CNEL should also be reviewed. The submittal of an acoustical analysis report to the Community Development Department, Environmental Review Officer, is the mechanism to evaluate proposed projects. The incorporation of mitigation measures as described in Section 5.0 and other actions may enable a project to comply with exterior and interior noise compatibility criteria. However, the Environmental Review Officer should evaluate each project individually.

The city has adopted a noise ordinance. The noise ordinance is primarily directed at controlling noise from stationary sources and its intrusion onto adjacent properties. The enforcement of the noise ordinance is an effective tool to control non-transportation noise sources.

G. RELATIONSHIP TO OTHER ELEMENTS OF THE GENERAL PLAN

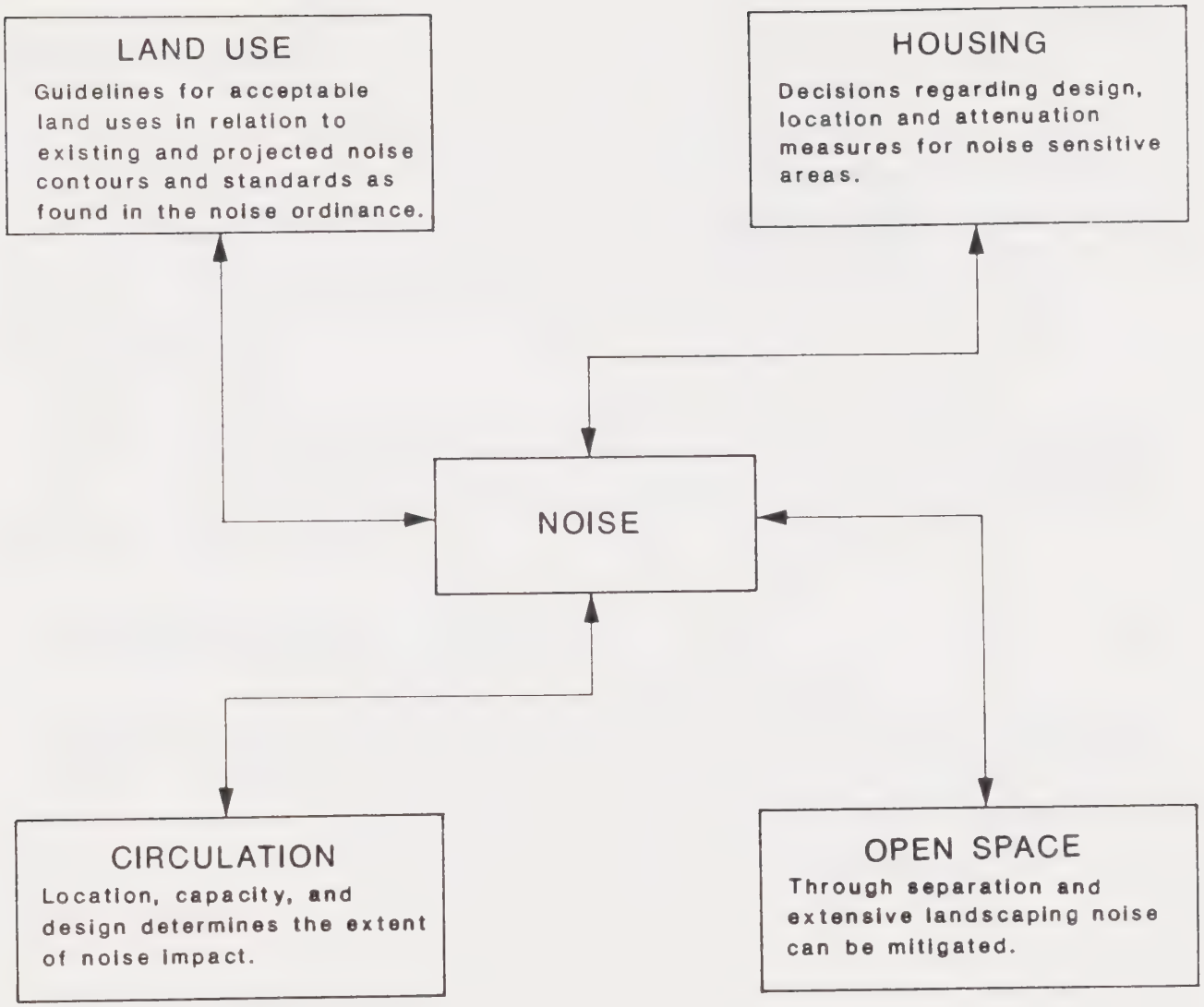
The general plan elements provide an important tool in policy guidance to assist in decision-making. All of the elements of the general plan are related and interdependent to some degree. However, the noise element is most closely related to the land use, housing, circulation, and open space elements as shown in Figure T-N-6.

A major objective of the noise element is to provide guidelines to achieve noise-compatible land use. The land use and noise elements are, therefore, closely related. The noise element, by identifying noise-sensitive land uses and establishing compatibility guidelines for land use and noise, will influence the general distribution, location, and intensity of future land use. Effective land use planning can alleviate noise problems.

Residential areas are one of the most noise-sensitive land uses. Therefore, the housing element is directly affected by the noise element. The housing element policies and programs should include safeguards against noise intrusion. Enforcement of land use and noise compatibility guidelines can reduce noise impacts in residential locations. In addition, effective noise insulation in housing construction can mitigate exterior to interior noise intrusion.

The circulation system within a city is one of the major sources of noise. Therefore, the existing and future circulation system identified in the circulation element will greatly influence the noise environment. The circulation routes such as the freeway, highways, and truck routes, should be located to minimize noise impact upon noise-sensitive land use. The location and design of new transportation facilities and possible mitigation of noise from existing and planned facilities will greatly influence the overall noise environment within the city.

Since noise can adversely affect the enjoyment of quiet outdoor activities, the noise element is also closely related to the open space element. Conversely, open space can be used as a noise buffer between incompatible land uses. This technique can reduce community noise impacts and also provide usable open space for recreation.



Interrelationship of Noise Element with Other General Plan Elements

City of Santa Maria General Plan

FIGURE T-N-6

Michael Brandman Associates

H. DEFINITIONS

A-Weighted Sound Level

The sound pressure level in decibels as measured on a sound meter using the A-weighting filter network. The A-weighting filter deemphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and provides good correlation with subjective reactions to noise.

Ambient Noise Level

The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Community Noise Equivalent Level (CNEL)

The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels occurring during the evening from 7 p.m. to 10 p.m. and addition of ten decibels to sound levels occuring during the night from 10 p.m. to 7 a.m. The CNEL represents the daily energy noise exposure averaged on an annual basis.

Day-Night Average Level (Ldn)

The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of ten decibels to sound levels occurring during the nighttime from 10 p.m. to 7 a.m. The Ldn represents the daily energy noise exposure averaged on an annual basis.

Decibel (dB)

A unit for measuring the amplitude of a sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micro-pascals.

Equal Noisiness Zones

Defined areas or regions of a community wherein the noise levels are generally similar (within a range of 5 dB). Locations approximately equal distance from noise sources and noise contours would be exposed to similar levels of noise.

Equivalent Energy Level (Leq)

The sound level corresponding to a steady state sound level containing the same total energy as a time varying signal over a given sample period.

Habitable Room

Any room meeting the requirements of the Uniform Building Code or other applicable regulations which is intended to be used for sleeping, living, cooking, or dining purposes, excluding such enclosed spaces as closets, pantries, bath or toilet rooms, service rooms, connecting corridors, laundries, unfinished attics, foyers, storage spaces, cellars, utility rooms and similar spaces.

Intrusive Noise

That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, time of occurrence, and tonal or informational content as well as prevailing ambient noise level.

L10

The A-weighted sound level exceeded 10 percent of the sample time. Similarly L50, L90, L99, etc.

Noise

Any unwanted sound, or sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying.

Noise Exposure Contours

Lines drawn around a noise source indicating constant or equal level of noise exposure. CNEL is the noise index used to describe community exposure to noise.

Noise Sensitive Land Use

Noise sensitive land uses are land uses associated with indoor and/or outdoor human activities that may be subject to stress and/or significant interference from noise. They include residential (single and multi-family dwellings, mobile home parks, dormitories, and similar uses); transient lodging (including hotels, motels, and similar uses); hospitals, nursing homes, convalescent hospitals, and other facilities for long-term medical care; and public or private educational facilities, libraries, churches, and places of public assembly.

Outdoor Living Area

Outdoor living area is a term used to define spaces that are associated with residential land uses and are typically used for passive recreational activities. Such spaces include patio areas, barbecue areas, jacuzzi areas, etc. Outdoor areas usually not included in this definition are: front yard areas, driveways, greenbelts, maintenance areas, and storage areas associated with residential land uses.

Sound Level Meter

An instrument, including a microphone, and amplifier, and output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

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Safety Element
Technical Appendix

SUPPLEMENTARY INFORMATION AND TECHNICAL REPORT: SEISMIC SAFETY AND SAFETY ELEMENTS

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A. INTRODUCTION

The California State Legislature, through requirements of the Seismic Safety and Safety Elements, has placed specific responsibilities on local government for identification and evaluation of natural hazards and formation of programs and regulations to reduce risk. Specific authority is derived from Government Code Section 65302(f) and 65302.1, which require Seismic Safety and Safety Elements of all City and County General Plans.

The effect of these sections is to require the City of Santa Maria to take seismic and other natural hazards into account in its planning programs. The principal catalyst for this requirement was the February 9, 1971, San Fernando earthquake in which 65 people were killed, and property damage exceeded one-half billion dollars. Conclusions from the 1973 Urban Geology Master Plan for California also give reason for considering geologic hazards in the planning process. Summary conclusions from this study estimate dollar losses due to geologic hazards in California between 1970 and 2000 will amount to more than $55 billion.

B. PURPOSE

The basic objectives of the Seismic Safety and Safety Elements are to identify and evaluate natural hazards confronting Santa Maria and to recommend policies that would reduce the adverse impact of these hazards. Specifically, these elements evaluate both primary and secondary seismic hazards, flooding, fire, and our ability to provide a positive response to such emergencies. The intent of the recommended policies is to provide an opportunity to reduce the loss of life, property damage, and social and economic dislocations in the event of a major earthquake, flood, or fire.

The premise underlying the planning recommendations made in this report is that we should incorporate natural hazards analysis into the planning process based on what we know today, rather than waiting until we know all that we would like to know.

C. TYPES OF HAZARDS

Three basic groups of natural hazards are considered in this document: Seismic and geologic; flooding; and fire hazards. There are several types of seismic hazards which can be grouped in a cause-and-effect classification that is the basis for the order of their consideration. Earthquakes originate as shock waves generated by movement along an active fault. The primary seismic hazards are ground shaking and the potential for ground rupture along the surface trace of the fault. Secondary seismic hazards result from the interaction of ground shaking with existing soil and bedrock conditions, and include liquefaction, settlement, landslides, tsunamis or "tidal waves", and sieches (oscillating waves in lakes and reservoirs).

The potentially-damaging natural events (hazards) discussed above may interact with man-made structures. If a structure is unable to accommodate the natural event, failure will occur. The potential for such failure is termed a structural hazard, and includes not only structures themselves, but also the potential for damage or injury that could occur as the result of movement of loose or inadequately restrained objects within, on, or adjacent to a structure.

Flooding hazards in the City of Santa Maria may be considered in two categories: natural flooding and dam inundation. "Natural flooding" hazards are those associated with major atmospheric events that result in the inundation of developed areas due to overflows of nearby stream courses, or inadequacies in local storm drain facilities. Dam inundation hazards are those associated with the downstream inundation that would occur given a major structural failure in a nearby water impoundment.

Fire hazards considered in this report are from wildland fires. Wildland fires are those which burn in primarily undeveloped areas and result from the ignition of accumulated brush and wood material.

D. SEISMIC HAZARD DELINEATION

Seismic Hazards

The seismic hazards affecting the City of Santa Maria and its planning area are analyzed in a general manner in the County of Santa Barbara Seismic Safety Element (Livingston and Blayney, 1974). The most significant seismic hazard to Santa Maria is ground shaking. Other seismic hazards, which should be incorporated into future planning considerations by the City, include slope instability and liquefaction.

Seismic Setting

The City of Santa Maria is located in a seismically active area, in close proximity to several of the many active and potentially active earthquake faults in Central California. There are two faults in the immediate area. The Bradley Canyon fault, which is located 5 miles east of Santa Maria and is classified as potentially active. The Santa Maria fault runs beneath the City and is considered inactive. (Livingston and Blayney, 1974). The San Andreas fault, 40 miles to the northeast, and the Nacimiento-Rinconada fault zone, 18 miles to the northeast, are expected to be the principal sources of significant future earthquakes (Envicom, 1974, and Livingston and Blayney, 1974).

The San Andreas fault is the most likely source of strong earthquake shaking in the City of Santa Maria. Analysis of the seismicity, accumulating crustal strain, and geologic slip indicates that a "great", earthquake (magnitude 8.0 - 8.5) can be expected at any time (Envicom, 1974). The recurrence interval of a magnitude 8.0 - 8.5 event on the portion of the San Andreas fault closest to Santa Maria has been interpreted to be approximately 100-150 years. Since the last movement on this portion occurred in 1857 (magnitude 8.0 - 8.5), and 119 years have already passed, one must conclude that another major event is imminent.

The expected earthquake on the San Andreas fault will provide the most significant degree of ground shaking in the City in terms of both duration and intensity. The maximum ground acceleration expected in Santa Maria from such an earthquake is 20 percent gravity. (Envicom, 1974).

The potential seismic hazards for the Santa Maria area are described below:

1. Slope Instability: Landslides represent only one step in the continuous, natural erosional process. They demonstrate in a dramatic way the tendency of natural processes to seek a condition of equilibrium. The steep slopes of mountainous and hillside terrain are not in a state of equilibrium, and various erosional processes act to gradually reduce them to a base level. Landsliding is an important agent in this cycle.

   Landsliding is basically controlled by four factors. The rock type or geologic formation is a reasonably good indicator of the strength of the rock and its resistance to failure. The geologic structure or the orientation of potential failure planes is important in determining the size and type of failure. The amount of available water greatly influences the strength of a slope. The potential for landsliding is low due to the geologic structure and rock type in the Santa Maria area.

2. Liquefaction: Liquefaction involves a sudden loss in strength of a saturated cohensionless soil (predominantly fine-grained sand) which is caused by shock or strain (such as an earthquake), and results in temporary transformation of the soil to a fluid mass. If the liquefying layer is near the surface, the effects are much like that of quicksand on any structure located on it. If the layer is in the sub-surface, it may provide a sliding surface for the material if water is located less than 30 feet from the surface and the soils are composed of poorly consolidated fine to medium sand. In addition to the necessary soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to bring on liquefaction.

   The liquefaction potential is low for most of Santa Maria planning area since the groundwater over most of the area is deeper than 80 feet (Department of Water Resources, State of California, 1972). However, there is an area of shallow perched groundwater in the vicinity of the airport. The shallow water table is apparently seasonal, although little is known of the areal extent or the exact nature of its existence. This shallow groundwater zone must be assigned a high liquefaction potential

at this time, although subsequent study may indicate a lower potential is justified.

3. Settlement: Settlement may occur in unconsolidated soils during earthquake shaking as the result of a more efficient re-arrangement of the individual soil particles. Settlements of sufficient magnitude to cause significant structural damage are normally associated with rapidly deposited alluvial material, or material, or improperly founded or poorly compacted fills. The only locations, outside of the high liquefaction area, which may experience significant settlement during an earthquake are the sanitary landfill at the northeast corner of the planning area, and the several localized unauthorized landfill sites.

4. Tsunamis: Tsunamis are seismic sea waves generated primarily by vertical offsets of the sea floor that accompany submarine faulting. They typically affect low-lying coastal areas, and hence will have no probable effect on the Santa Maria area.

5. Seiches: Seiches are standing waves produced in a body of water by winds, atmospheric changes, the passage of earthquake waves, etc.

   Seismic Seiches are not considered as constituting a significant hazard in open bodies of water in the study area, although the effects of seiching may be important in storage tanks within the Santa Maria area.

6. Dam Inundation: The only significant dam in the vicinity which could affect the planning area in the event of collapse during a major earthquake is Twitchell Dam. The dam, constructed by the Bureau of Reclamation in 1958, is primarily for groundwater recharge and flood control. It is an earthfill dam, 216 feet high, with a storage capacity of over 240,000 acre-feet. It is important to point out that, while the subject of total dam failure will be discussed herein, the probability of its occurrence is remote, particularly in light of the fact that the dam impounds water only periodically and is not a reservoir.

6. Dam Inundation - Continued: Inundation studies have been performed for Twitchell Dam under state law, but have not been certified by the State Office of Emergency Services. Until the studies are certified by O.E.S., they are not available to the public. It is likely, though, that significant portion of the study area will be inundated in the improbable event that Twitchell Dam fails when filled to capacity during an earthquake.

   Localized flooding potential exists along portions of the Santa Maria Levee. The areas of potential inundation have been established by the county engineer. These problems can be considered short-term depending on the commitment to repairing the levee against potential "failures."

Study indicates that the Santa Maria area can be subdivided into three district seismic zones, as shown on Figure SS-1 of the Seismic Safety and Safety Element. These zones can be described as follows:

Zone A - All areas underlain by Recent-age alluvium.
Zone B - All areas underlain by Pleistocene-age non-marine terrace deposits.
Zone C - All areas underlain by Tertiary-age marine sediments.

In general "A" is the "most hazardous" and "C" the least.

Seismic Risk

Given that certain seismic hazards exist in Santa Maria, it is necessary to decide whether the risks that these hazards present are acceptable or whether action is necessary to reduce the level of risk. The Council on Intergovernmental Relations (CIR) (The functions of CIR are currently performed by the Office of Planning and Research) defines:

1. Acceptable Risk: The level of risk below which no specific action by government is deemed to be necessary.

2. Unacceptable Risk: The level of risk above which specific action by government is deemed to be necessary to protect life and property.

3. Avoidable Risk: A risk which need not be taken because individual or public goals can be achieved at the same, or less, total "cost" by other means without taking the risk.

To determine levels of acceptable risk is to provide an answer to the question "How safe is safe enough?" No environment is perfectly hazard-free. Natural and man-made hazards of some kind are always present, especially in urban environments. However, some hazards cause only minimal loss or occur so rarely that they need not be planned for at the community level. On the other hand, some events occur often enough, are large enough, and have the potential for major disruption of the community such that a community-wide response to the risk is called for. Deciding the level of response to natural hazards such as earthquakes is a public process which involves making a judgment, either explicit or implicit, about acceptable risk.

As discussed under Seismic Setting, since the expected magnitude 8.0 - 8.5 earthquake along the portion of the San Andreas fault closest to Santa Maria will override the effects of earthquakes from more localized faults, it is felt that it is the only earthquake that need be considered in the acceptable risk determination.

The determination of acceptable risk also involves differentiating among man-made structures according to their potential effect on the loss of life and their importance in terms of emergency response and continued community functioning. In the hours immediately following the 1971 San Fernando Earthquake in Southern California, emergency services were impaired by damage to police and fire stations, communication networks and utility lines. A number of major hospitals in the area were seriously damaged and were unable to continue functioning at the time they were needed most. These facilities and others are vital to the community's ability to respond to a major disaster and to minimize loss of life and property. The experience in San Fernando emphasizes the need to provide these "critical facilities" a higher level of protection from earthquakes than non-critical structures.

"Critical facilities", on the other hand, should not only remain standing, but should be able to operate at peak efficiency during and after the earthquake.

Designing a building to this higher level of seismic safety entails not only a stronger structure, but also greater attention to non-structural items such as elevators, lighting, and storage facilities.

Deciding which types of facilities are to be considered critical and non-critical is part of the public decision on acceptable risk. The following Table presents the recommended categorization of buildings:

TABLE S.S.1

TAXONOMY OF FACILITIES

Category	Facility/Activity
Critical Facilities	Hospital, fire stations, police stations, civil defense headquarters, gas, electric, water "lifelines", ambulance services, emergency broadcast services, and power plants.
Non-Critical Facilities	All facilities not listed above.

E. WILDLAND FIRE HAZARDS

The major emphasis of this investigation is the analysis and evaluation of fire hazards originating in the undeveloped portion of the City of Santa Maria and vicinity. Fires in undeveloped areas usually result from the ignition of grasses and brush material, and are often "wildland fires." However, such terminology more aptly applies to areas involving extensive tracts of mountainous, brush-covered terrain uncharacteristic of the Santa Maria area. For that reason, this investigation will summarize the potential for more limited grassland and brush fires by identifying the presence or absence of contributing factors, such as climate, vegetation, slope, and human proximity. Contributing factors are:

1. Climate: Santa Maria and vicinity possesses a moderately cool mediterranean climate, characteristic of coastal central California. Average monthly temperatures range from a minimum of 50 degrees F in January to a maximum of 63 degrees F in August and September. Rainfall also shows a seasonal variaton, with the month of February ranking as the wettest month with 2.4 inches of rainfall and the period of June through August the driest, when essentially no rainfall is recorded in the area. However, even during the summer, the moderating influence of moist on-shore marine air movement helps maintain a level of humidity in the area. Moist air decreases the fire hazard by maintaining high moisture contents in the leaves and tissues of the local vegetation. This conditions reduces the likelihood of a field or hillside igniting into a large conflagration.

2. Vegetation: The vegetation of an area provide the fuel for brush and grass fires, therefore determining the potential for fire and the type of fire most likely to occur. The two major, naturally-occurring vegetative communities in the Santa Maria area are oak savannah and coastal sage scrub. The remainder of the study area has been disturbed, either through urbanization or cultivation. Coastal sage scrub ranks as one of the more flammable plant communities in California.

   The oak savannah community also ranks as a potentially flammable vegetative type. Fires in oak savannahs usually involve the grassland

portion of the community, and, only in extreme cases do resident oak trees ignite. Grass fires often spread very rapidly, but do not develop the intensity encountered during brush fire situations. However, grass associated fires can threaten structures as well as other improvements if left uncontrolled.

3. Slope: The third major contributing factor to fire hazard is slope, relating to the presence of steep hillsides and canyons that can create potentially dangerous wind drafts during fire outbreaks. Slope may also limit the strategy that a fire protection agency can employ in combatting a fire. Fire on slopes, that are less than 20 percent, can be fought with ground personnel and four-wheel drive vehicles.

   Slopes in the study area are generally very shallow, ranging less than 10 percent. However, in the Casmalia and Solomon Hills, slopes often approach 25 percent, and certain areas measure approximately 40 percent. Thus, slope-rated fire problems are localized in the hilly portions of the area south and west of Orcutt.

4. Human Proximity: Human proximity refers to the presence of human activity in brush and grassland settings, and is probably the most significant determinant of overall fire risk. The human element is often essential to the ignition of major brush fires, as is evidenced by the frequency of burns resulting from the following activities or occurrences:

TABLE S.S.2

RELATIVE PERCENTAGE OF FIRE STARTS ON STATEWIDE BASIS

Percentage	Activity
22.0%	Arson
6.1%	Debris-Burning
23.0%	Power Line Failures
16.0%	Machinery Operation
67.1%	Human-Related Fire Occurrence

Source: California Division of Forestry, 1972.

The effects of human proximity are readily visible in the hazard assessment for Santa Maria and vicinity. Machinery operation growth to the south of Orcutt are two examples of potential ignition sources existing in brush, or grass-covered areas. The hazard ranking for these areas reflect the presence of this significant risk contributor.

The Santa Maria area is exposed to certain fire risks in its undeveloped portions; however, these risks are localized, and are relatively minor when viewed from a regional perspective.

The most significant brush fire hazards are associated with the coastal sage scrub and grass-covered slopes in the Casmalia and Solomon Hills, to the south of the city. In this area, the factors of vegetation, slope and human proximity interact to create the most significant relative level of risk.

The oak savannah hillsides to the east of U.S. 101, and north of Clark Avenue represent the second-ranking undeveloped fire hazard in the area (Zone 2 on Figure SS-1 of the element). The native vegetation which remains in this general location could ignite and create a localized hazard. A fire in this vicinity would not be as vigorous, nor as difficult to control, as a similar outbreak in the Casmalia and Solomon Hills.

A third type of fire risk is generated by the development of the Santa Maria Valley Oil Field. The presence of flammable liquids and spark-producing machinery create the possibility of fire initially fueled by residual petroleum that could spread to grasses and weeds growing near the wells and pipelines. Although the likelihood of weeds growing near the wells and pipelines. Although the likelihood of such fires is small because of safety precautions in the field, they have been known to occur. The catastrophic Clampett fire of 1970 in Los Angeles County, which burned over 100,000 acres of brush and destroyed dozens of structures, originated in a similar mannner.

The remaining areas of Santa Maria are generally protected from most aspects of grassland and brush fires. However, accumulating weeds along roadsides and in vacant lots make even urban locations potentially hazardous from a non-structural fire standpoint. For these reasons, it is very important that a moderately-developed City such as Santa Maria remain sensitive to weed abatement wherever structures are present.

F. NATURAL FLOODING HAZARDS

The mediterranean climate of the Santa Maria area is characterized by three features: (1) moderately abundant rainfall concentrated in the winter seasons with summers being nearly or completely dry; (2) mild to warm summers and mild winters; and (3) a high percentage of sunshine throughout the year, particularly during the summer. Snowfall is entirely absent from the valley floor, and is generally light in the mountain areas.

Rainfall-producing storms which occur over the Santa Maria area are of two general types. The most common type occurs in the winter, and results from the passage of one or more extratropical cyclones over the basin. Winter cyclonic disturbances characteristically bring rain over large areas, and generally approach the study area from the northwest. Most flooding episodes in the past have accompanied these winter storms.

The second type of storm usually occurs as a result of local convergence, or thunder storm activity. Storms of this type are not restricted to certain periods; however, they are more likely to occur during the warmer months of the year. Thunder storms often yield intense precipitation over fairly limited periods of times, thus creating short-lived flooding situations.

For the purposes of this report, the flooding associated with the 100-year storm will be of primary consideration. Such a storm has a statistical likelihood of occurring once in a hundred year span, or a 1 percent change occurring in any given year. The 100-year flood can occur in any year or even more than once during a year, though such an event is not "likely."

The 100-year flood determination is becoming an accepted standard for flood protection by agencies involved in the assessment of flood risks. The Department of Housing and Urban Development (HUD), in their issuance of flood insurance as part of the Flood Protection Disaster Act of 1974, has adopted the 100-year flood level as the determinant of the flood plain area having a hazard potential requiring specified controls or protective measures.

Figure SS-2 of the element shows the 100-year flood plain for the City of Santa Maria and vicinity, based on available data from the United States Geological Survey and HUD. The levee, constructed by the U.S. Army Corps of Engineers, along the Santa Maria River, was designed to accommodate a 100-year flood, but additional flooding can be expected along the east side of Highway 101. Additional local flooding can be expected along West Main Street and in the vicinity of the gravel pits north of the city.

The ability of the area's water system to produce adequate fire fighting flows is critical to community safety. In general, the State Fire Marshal requires a minimum of 500 gallons per minute for urbanized areas. Most urbanized portions of the Santa Maria planning area have hydrant coverage with flows of 1,000 - 2,000 gallons per minute. However, it should be noted that many proximate undeveloped lands have no coverage. Likewise, some isolated commercial and industrial uses on West Betteravia Road are similarly not serviced by any flow capacity.

The provision of such flows is recognized as a prerequisite for urbanization of remaining lands within the planning area.

It should be noted that fire flows provided in urbanized portions of the planning area do not address the primary fire consideration of this document - wildland fires.

The city has major entry points from all four directions, as do most portions of the planning area. The only possible exceptions are some of the partially urbanized areas south of Clark Avenue which do not have alternative egress/ingress routes. Because of the general topography of the planning area, the physical alternatives for possible evacuation are varied from most points.

Because of the general topography of the planning area, the physical alternatives for possible evacuation are varied from most points.

In general, the greatest concern in evacuation may be traffic control and management, not the absence or inadequacy of routes. The control and management of traffic at such time as evacuation is necessary and should be a major component of the city's disaster preparedness effort.

G. EMERGENCY PLAN

In July 1983, the City of Santa Maria adopted they "Emergency Plan", an elective element to the General Plan. The purpose, outlined in the Emergency Plan, is to:

"(a) Establish a mutual understanding of the authority, responsibilities, functions, and operations of civil government during emergencies;

(b) Provide a basis for the conduct and coordination of operations and the management of critical resources during emergencies;

(c) Provide a basis for incorporating into the city emergency organization non-government agencies, and organizations having resources necessary to meet foreseeable emergency requirements."

The Plan may come into effect under the declaration of a "State of War Emergency" (as defined in the California Emergency Services Act, California Government Code, Chapter 7, Division 1 of Title 2), a "State of Emergency" declared by the Governor of California or a "Local Emergency" as deemed by the Santa Maria City Council or the City Administrator/Director of Emergency Services (refer to the Plan for further descriptions of Emergency status).

The City Emergency Organization[1] includes: (a) City Council; (b) Emergency Services Director; (c) Assistant Emergency Services Director; (d) Disaster Council; (e) Legal Advisor; (f) Emergency Services, staff sections, support services and auxiliary organizations; (g) Emergency Organization Charts.[2]

The Emergency Plan specifies tasks for the Emergency Organization that are outlined below. Refer to the Emergency Plan for a further discussion of each.

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1 Note: For a complete discussion of the City Emergency Organization, refer to the Emergency Plan, Section IV.

2 City of Santa Maria. Emergency Plan. Santa Maria, California. July 1983.

	Task	Responsible Agent
1.	Declares a Local Emergency or initiates designation of a State of Emergency; establishes emergency organization policies.	City Council
2.	Chief of Staff to the City Council; may initiate designation of a Local Emergency.	Emergency Services Director
3.	Performs the duties of the Emergency Services Director in the event that Director cannot perform.	Assistant Emergency Services Director
4.	Established by Ordinance, the Disaster Council recommends emergency preparedness means to the Santa Maria City Council.	Disaster Council
5.	Advisor to the City Council, Emergency Services Director and the Emergency Organization.	Legal Advisor
6.	Coordinates resource priority allocation, support service activities, communication with the State Resource Management Agency and ensures that the State Emergency Resource Management Plan is implemented within Santa Maria in an emergency event.	Resources Management Coordinator
7.	To provide response services in the areas of building safety, coroner activities, engineering, fire, health, police, medical, schools, shelter, transportation, utilities and emergency welfare. (Refer to the Plan, Section V, for further description).	Support Services
8.	To provide emergency response related to communications, direction and control, intelligence, public information, purchasing, radiological defense resource management and vital records.	Staff Sections
9.	Includes designated tasks and responsible agents during an emergency response. Response is in the area of construction, food, health, housing, manpower, telecommunications, economic stabilization and industrial production.	Support Services

The Emergency Plan, in addition, specifies alternate authority when a primary responsible agent is not available, conditions for the preservation of vital records and actions to remain in, and increase, readiness in an emergency event. The Plan details policies related to emergency communications systems, emergency broadcast systems, operations centers, fallout shelters, resource management, war emergency operational concepts and vital records plans.

H. TERMS

Active Fault - One that has moved in recent geologic time and which is likely to move again in the relatively near future. Definitions of planning purposes extend on the order of 10,000 years or more back, and 100 years or more forward.

Alluvial - Pertaining to or composed of alluvium, or deposited by a stream of running water. (AGI, 1972).

Cohesion - Shear strength in a sediment not related to interparticle friction. (AGI, 1972).

Damping - The resistance to vibration that causes a decay of motion with time or distance, e.g., the diminishing amplitude of an oscillation. (AGI, 1972)

Displacement - (Geological) - The relative movement of the two sides of a fault, measured in any chosen direction; also, the specific amount of such movement. Displacement in an apparently lateral direction includes strip-slip and strike separation; displacement in an apparently vertical direction includes dip-slip and dip separation. (AGI, 1972)

Fault - A surface or zone rock fracture among which there has been displacement, from a few centimeters to a few kilometers in scale. (AGI, 1972)

Fault Zone - A fault zone is expressed as a zone of numerous small fractures or by breccia or by a fault gouge. A fault zone may be as wide as hundred of meters. (AGI, 1972)

Intensity - (Earthquake) - A measure of the effects of an earthquake at a particular place on human and/or structures. The intensity at a point depends not only upon the strength of the earthquake, or the earthquake magnitude, but also upon the distance from the point to the epicenter and the local geology at the point. (AGI, 1972)

Liquefaction - A sudden large decrease in the shearing resistance of a cohesionless soil, caused by a collapse of the structure by shock or strain, and associated with a sudden but temporary increase of the pore fluid pressure. (AGI, 1972)

Magnitude - (Earthquake) - A measure of the strength of an earthquake or the strain energy released by it, as determined by seismographic observations. As defined by Richter, it is the logarithm, to the base 10, of the amplitude in microns of the largest trade deflection that would be observed on a standard torsion seismograph (static magnification = 2800; period = 0.8 sec; damping constant = 0.8) at a distance of 100 kilometers from the epicenter. (AGI, 1972)

Seiche - All standing waves on any body of water whose period is determined by resonant characteristics of the containing basin as controlled by its physical dimensions. (U.S. Geological Survey Prof. Paper 544-E).

Subsidence - A local mass movement that involves principally the gradual downward settling or sinking of the solid earth's surface with little or no horizontal motion and that does not occur along a free surface (not the result of a landslide or failure of a slope). (AGI, 1972).

Tsunami - A gravitational sea wave produced by any large-scale, short-duration disturbance of the ocean floor, principally by a shallow submarine earthquake, but also by submarine earth movement, subsidence, or volcanic eruption, characterized by great speed of propagation (up to 950 km/hr.), long wavelength (up to 200 dm.), long period (5 minutes to a few hours, generally 10-60 min.), and low observable amplitude on the open sea, although it may pile up to great heights (30m. or more) and cause considerable damage on turning shallow water along an exposed coast, often thousands of kilometers from the source. (AGI, 1972)



Environmental Resources Management Element Technical Appendix

SUPPLEMENTARY INFORMATION
AND
TECHNICAL REPORT:
ENVIRONMENTAL RESOURCES MANAGEMENT ELEMENT

Conservation Element
Scenic Highways Element
Open Space Element

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April 21, 1987

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A. EXECUTIVE SUMMARY

State of California Planning Law requires that the General Plan of all local jurisdictions include seven mandatory elements. Two of these mandatory elements are conservation and open space. The Environmental Resources Management Element (ERME) is an element of the General Plan that integrates these two mandatory elements into one document. The purpose of the ERME is to identify policies and goals for the protection, preservation and wise utilization of the city's natural and cultural resources.

The ERME Technical Appendix is organized into three main sections: (A) the resources (beginning on page T-ERME.3); (B) urban development strategy (beginning on page T-ERME.34); and (C) recreation system master plan (beginning on page T-ERME.45).

Section A describes the natural and cultural resources found in the Santa Maria area. The natural resources are water, air, soil, oil, wildlife and energy. Cultural resources include open space, agricultural land, archaeological sites and scenic highways. An overview of each resource is presented including quantity and quality (where applicable), and extent of utilization. The problems and limitations of each resource have been analyzed so that an urban development strategy can be formulated.

Section B, the Urban Development Strategy, is intended to provide guidance for the future development of the city taking into consideration resource limitations and environmental constraints. By considering the overall limitations posed by the environmental factors discussed in this element and the relative suitability of lands for development, the strategy will help guide overall growth in the community. Growth in Santa Maria will depend not only on environmental factors, but on the availability of public services, too. Because of relatively long lead times required for planning and construction of new or expanded facilities, wastewater treatment capacity is one of the most significant determinants of growth. Sewage treatment capacity has been analyzed for existing and future urban development within the city limits. Areas of possible future annexation have also been considered in the analysis. The findings show that with full buildout of the remaining undeveloped

residential and industrial sites within the city limits, wastewater flow would increase to approximately 6,997,880 gallons per day. This exceeds the planned plant capacity of 6,500,000 per day on average annual basis by 497,880 gallons per day. Therefore, either some limits to growth must be applied, or additional plant expansion must be planned for in the near future. Development of areas outside the city limits definitely should be deferred until adequate wastewater treatment capacity is available. The following three levels of priority for urban development have been established with the implicit assumption that growth will be contingent upon adequate wastewater facilities.

1. Areas without major environmental constraints, suitable for development:

   - Secondary agricultural and pasture lands.
   - Areas without major soil limitations or ponding problems.
   - Areas of low or negligible archaeological sensitivity (Zones II and III).
   - Areas not containing important plant and wildlife habitat.

2. Areas suitable for development with limitation as to type, intensity or timing:

   - Prime agricultural lands not in agricultural preserves.
   - Areas subject to flooding or ponding.
   - Oil production areas.
   - Soils with permeability problems.
   - Areas of high archaeological sensitivity.

3. Areas generally not suitable for development in the time frame of the ERME (to 1990 or later):

   - Agricultural preserve lands.
   - Flood hazard zones of the Santa Maria River and groundwater recharge areas.
   - Areas of unknown flood hazard along Orcutt Creek.
   - Airport clear zones.
   - Other committed public open space and recreation areas.

Section C, Recreation System Master Plan, discusses recreation and park issues in the planning area. The park system serving the residents of the Santa Maria/Orcutt planning area includes neighborhood parks, school playfields, community specialized facilities, and citywide or special use areas. School facilities are available for city-operated recreational programs and league competition on a time-available basis. There are 171 acres of existing loal park and recreation facilities within the study area. School playfields of 155 acres bring the total recreational space to 326 acres.

Private recreational facilities are also available for members, clients, or the general public. The types of facilities include: clubhouses, golf courses, fitness centers, gyms, historical landmarks, theatres, halls and grounds. Access to both coastal and mountainous regions, enable residents to enjoy these outdoor regional recreation areas for hiking, swimming, fishing, boating and sunbathing.

B RESOURCES

Archaeological Resources

Background

The study area does not appear to have been extensively settled or utilized during the early historic period from about 1769 through 1868, probably due to a lack of surface water sources. During late prehistoric and early historic times, the study area was occupied by the Chumash Indians. The Chumash were an unusually sophisticated society of hunter-gathers occupying the coastline from Malibu on the south to Estero Bay on the north, and into the interior valleys as far east as Cuyama and Fort Tejon. In the Santa Maria area, Chumash settlement in late prehistoric and early historic times appears to have been limited to the southernmost portion of the study area, although one village was probably located a short distance to the west. Apparently two villages were located along Orcutt Creek south of Santa Maria. A third Chumash village was probably located within two miles of the westernmost boundary of the project area in the vicinity of Betteravia or Guadalupe Lakes. Indians were still living in villages near these lakes in 1840.

Archaeology

In general, little is known of the archaeology and prehistory of the study area. A total of five archaeological sites, four with possible prehistoric components, have been recorded within or near the southern boundary of the study area. None of these appear to be the former Chumash village locations discussed above, and all but one contain historic Anglo artifacts. The historic site of La Graciosa, which may be represents by an as yet unrecorded archaeological deposit, should also be located somewhere within or near the southernmost corner of the study area just south of the community of Orcutt.

The lack of additional recorded archaeological sites within or near the study area is probably due to a number of factors. First, there have been few intensive archaeological surveys conducted here prior to the last few years and, second, there is apparently a much lower density of archaeological sites in the central or interior portions of the Santa Maria Valley than in other parts of Santa Barbara County. The desert-like condition of the valley in late prehistoric and early historic times is probably responsible for the apparently low population density.

However, over the past ten years artifacts such as arrowheads and bowls have been found, which suggest additional archaeological sites. In addition, the geology of the Santa Maria Valley indicates a considerable potential for the occurrence of buried archaeological sites throughout most of the study area. Early prehistoric sites, occupied during a time when the area was well watered and more suitable for human habitation, could well be buried and not visible at the ground surface.

Field Reconnaissance

No additional archaeological sites were recorded during field reconnaissance, although a number of early historic structures were observed in some older sections of Santa Maria as well as in the less developed agricultural areas. Field investigation produced information useful in defining zones of variable archaeological sensitivity and in developing recommendations for archaeological resource management policy.

Archaeological Sensitivity

Three zones of varying archaeological sensitivity within and adjacent to the study area have been established. Several criteria were used as a basis for evaluating the study area and establishing the various sensitivity zones:

1. Proximity to recorded or suspected archaeological or historical sites.
2. Proximity to freshwater streams or other sources of surface water.
3. Environmental setting with probable availability of critical natural resources such as stable foods and/or the accessibility of a number of such resources.
4. The influence of recent geological changes of an area which might have resulted in the destruction or burial of archaeological resources, or the prevention of substantial accumulations of archaeological materials.

The boundaries of the archaeological sensitivity zones overlap the ERME boundaries somewhat in the western portion of the study area to include the Tanglewood community, but are otherwise consistent. These three zones are the basis for the archaeological resource management policy recommendations.

Zone I - Areas Where Archaeological Sites are Recorded or Suspected

This zone includes the southernmost and westernmost portions of the study area from approximately Foster Road south and west of "A" Street extended. This is an area where recorded archaeological sites exist and other sites, such as historic Chumash villages and the former community of La Graciosa, may be located. This zone also extends approximately one mile north of Orcutt Creek and approximately two miles east of Betteravia Lakes in order to include areas such as the upper reaches drainages, that would likely have been utilized by resident Chumash Indians. Critical natural resources were probably more abundant at this interface between valley and foothills. Utilization of these areas by the Chumash and later historic residents would almost certainly have resulted in the creation of archaeological sites. Portions of this area have already been surveyed in conjunction with development proposals submitted to the County of Santa Barbara. This area should be regarded as having a moderate to high archaeological sensitivity.

Zone II - Areas Where Archaeological Sites May Occur

This zone includes the central portion of the study area approximately between Foster Road and Betteravia Road. There are no recorded cultural resource in this area, which consists primarily of stabilized sand dunes, but prehistoric artifacts have been found near the airport. Although there were probably few, if any, resources to be found here in late prehistoric times, the dunes could have buried archaeological sites of an earlier age. Although there may be a few minor archaeological sites exposed at the surface in this zone, its archaeoloical sensitivity must be regarded as low.

Zone III - Areas Not Likely to Have Archaeological Resources

This zone includes the floodplain of the Santa Maria River from just north of Betteravia Road to the northern limits of the study area. No archaeological sites have been recorded in this zone. Although floodplains such as this one were undoubtedly utilized in prehisotric times, they are not likely to contain substantial archaeological deposits which can be recognized by surface inspection. Periodic flooding tends to bury or destroy archaeological materials and, therefore, prevents the accumulation of substantial deposits at any one location. Further, the floodplain of the Santa Maria River probably had few, if any, resources of critical importance to the Chumash Indians. In general, the probability of encountering significant archaeological sites in this zone is extremely low and its archaeological sensitivity must be regarded as negligible.

Legal Aspects

Archaeological resources are protected by various federal and state statutes. During the urban development process, the review of potential cultural resources is required in the CEQA environmental review process. The goals, policies and measures presented in the Urban Development Strategy provide guidance for the appropriate level of investigation for different areas of Santa Maria.

Wildlife Habitat

The study area contains native and non-native vegetation both of which provide a habitat for a variety of wildlife. Although neither extensive nor unique, these wildlife habitat areas are locally significant. No rare or endangered plant or animal species have been recognized within the study area. The following are the main habitat types that can be identified in the study area, and the animals associated with them.

1. Urban landscaping, including lawns, shrubbery, street trees and small parks.

Urban landscaping in Santa Maria supports a variety of birdlife such as sparrows, finches, warblers, robins, scrub jays, humming birds and occasionally owls and hawks. Gophers, field mice, insects and spiders are also commonly found in urban vegetation.

2. Agricultural Fields

The fields in the study area are frequently plowed for year round planting. These fields provide an intermittent habitat for songbirds, raptors, vultures, field mice, gophers, ground squirrels, skunks, raccoons, weasels and gopher snakes.

3. Riparian Habitat

This is the riverine environment found along watercourses. Typical vegetation consists of willows, alder, cottonwood, blackberries and other dense shrubbery. Rabbits, coyotes, foxes, deer, weasels, raccoons, skunks, songbirds, quail, raptors, snakes, frogs, toads, salamanders, insects and spiders are among the many species of animals found in riparian habitat. Riparian habitat is found along Orcutt Creek which runs through the southern part of the study area north of the town or Orcutt, and along the Santa Maria River. The most significant habitat within the study area is the Santa Maria River. Although the ecosystem of the river channel has been altered by the building of Twitchell Dam, and by off-road vehicle use, the area still supports a varied wildlife population. Plants along the river are adapted to frequent flooding and can revegetate rapidly to renew the habitat value of the area.

4. Open Fields of Grasses and Eucalyptus Windrows

Most of these fields are located in the southern part of the study area. One exists east of Orcutt Expressway between Foster Road and Mooncrest Lane. Another small field exists just south of Stansbury Drive near Foxenwoods subdivision. Open fields are found around the airport, too, and extend into the southeastern portion of the study area which is still largely rural in character. These grassy fields with eucalyptus provide food an shelter for many mammals and birds, especially raptors.

5. Oak Woodland

Interspersed among the grassy fields in the southern region are patches of oak woodland. Here native live oaks are widely spaced on hillsides and densely clustered nearer the watercourses. The oaks are most abundant in the southeastern section of the study area along Orcutt Creek and in the hills rising between the creek and Stubblefield Road. Oak trees are the preferred habitat of acorn woodpeckers and also support other birds and numerous insects.

6. Freshwater Ponds

A few freshwater marsh and aquatic species are found in the freshwater ponds which occur intermittently during the wet season in the southwestern portion of the study area near Orcutt Creek. The ponds attract a variety of migrator and resident ducks as well as other animals.

Open Space Resources

Existing open space in the City of Santa Maria and surrounding territory serves several purposes, resource preservation and management, public health and safety and outdoor recreation. Most open spaces serve more than one of these purposes.

The City of Santa Maria General Plan Land Use Element establishes four categories of open space for the city. They are: (1) prime agricultural open space; (2) secondary agricultural open space; (3) recreational open space; and (4) conservation open space. Land classified as prime agricultural open space is cultivated year round

for crops. Secondary agricultural open space involves intensive uses, including grazing. Recreational open space includes existing and proposed recreational facilities, including neighborhood, community and regional parks. Conservation open space includes areas subject to flood hazard, groundwater recharge areas, well farms, areas adjacent to creekbeds and publicly-owned landscaped areas.

The County of Santa Barbara also has open space land use designations within the ERME study area. The county open space land use categories have different names, but are basically the same types of uses as those within the city limits. Several types of existing open space can be identified within the study area. They are agricultural land; river channels, levees and adjacent land; neighborhood, community and regional parks; retention basins and drainage facilities; and open fields.

Agriculture - Prime agricultural open space in the center of the study area to the east and west of Blosser Road and adjacent to the west side of Highway 101. Some prime agricultural land also occurs in the extreme northwest portion of the study area and in a north/south band east of Suey Road adjacent to the city limits. The largest expanses of secondary agricultural open space are found surrounding the airport and in the southwest corner of the study area south of the Town of Orcutt.

River Channels - The Santa Maria River Channel encompasses about 1,100 acres designated as recreational open space. The channel and levees are not specifically developed for outdoor recreation, but are used by off-road vehicles. The channel and levee also function as a floodway, groundwater recharge area, and wildlife habitat. Orcutt Creek, in the southern part of the study area, is designated as conservation open space and is significant mainly as a wildlife habitat.

Parks - The city maintains about 150 acres of community parks, the prime function of which is outdoor recreation. A major regional park, Waller Park, is located in the county between the airport and Orcutt Expressway. A complete inventory of discussion of local recreation facilities can be found in the Recreation Element of the City of Santa Maria General Plan.

Retention Basins and Drainage Facilities - A system of retention basins, sumps and drainage channels collect and direct run-off to county percolation ponds. Many of the retention basins serve double duty as outdoor recreation sites. Simas Park, for example, is designed to retain excess run-off during very wet periods, but serves as a baseball field for most of the year. Similar facilities are found at Adam Park and at a large apartment complex on West Morrison. These areas are designed for both water retention and outdoor recreation. Figure SS-3 shows the location of the major retention basins.

Open Fields - Various vacant fields exist throughout the southern part of the study area as discussed in the wildlife habitat section. They frequently contain stands or groves of oak and eucalyptus and provide a habitat for wild animals. In some cases, they are used as pasture. Most of the fields are designated by the General Plan for low-density residential development. Although they are not under the city's jurisdiction, the city recommends that they be recognized for their value as wildlife habitat and unincorporated, to the extent possible, into future development. This could be accomplished through special design techniques such as variable lot size and density based on topography and clustering.

Scenic Highways

Santa Maria is visually defined by hills to the east and south, and by the Santa Maria River bluffs to the north. To the west the floodplain slopes gradually toward the ocean. Thus, the study area does not contain the potential for major scenic highway corridors. The Santa Barbara County General Plan does designate State Route 176 (Betteravia Road) east of U.S. 101 as a scenic corridor for its rural character and its views of the San Rafael Mountains to the east. Major arterials such as Broadway, Main Street, Stowell Road and Orcutt Expressway pass through existing urban development which does not offer any significant scenic landscapes. None of these streets could be appropriately designated as a scenic highway, although the city does exert control over the appearance of two of these corridors through its Entrada Specific Plan adopted in 1975. The plan establishes architectural and development standards for uses generally fronting along Broadway between U.S. 101 on the north and Santa Maria Way on the south, and along Main Street between Suey Road and Blosser Road.

A similar plan has been prepared for the recent extension of Miller Street to Santa Maria Way and Broadway. The Miller Street Specific Plan sets forth standards for the streetscape including a privacy wall, landscaping, sidewalks and earth contouring.

Energy Resources

In the last few decades, energy consumption patterns and attitudes have evolved in Santa Maria and elsewhere that are wasteful and unmindful of the fact that most of our energy is derived from exhaustible resources. The evolving lifestyle has focused on use of the private automobile and increased use of electricity and natural gas. Essentially, we have developed a dependence on non-renewable resources.

Five major energy consuming sectors can be identified in the Santa Maria area: transportation, residential, commercial, industrial and agricultural.

Transportation

The current transportation system in Santa Maria is designed almost exclusively for the automobile. For more than a decade we have been threatened with gasoline shortages. Limited domestic petroleum resources and political uncertainty regarding the intentions of the Organization of Petroleum Exporting Countries virtually guarantee continued shortages in the future. For this reason, the city should consider ways to reduce dependence on the automobile thereby conserving gasoline. Appropriate land use planning, discussed in the air quality section of this document, is one method of accomplishing this goal.

Residential

Slightly more than half the residential energy consumed is in the form of natural gas; electricity accounts for the remainder. It can be seen that space and water heating account for most of the residential natural gas consumption, while refrigerators, lighting, small appliances and clothes dryers account for a large portion of electricity consumption. Of all the factors affecting residential energy consumption, the two most important are type of house (whether single family or multi-family) and number of major appliances. Multi-family homes are less energy consumptive

because they have at least one common wall with another unit, thereby reducing the amount of heat loss from space heaters. Also, multi-family homes are usually smaller than single family homes and contain fewer appliances to consume energy.

Commercial

Commercial operations consume more electricity than natural gas. Commercial energy uses are similar to residential uses but the proportions differ. The major use of electricity for commercial buildings is for lighting. The major use of natural gas is for space heating.

Industrial

Patterns of energy consumption in the industrial sector depend upon the specific type of industrial operation. The oil and gas industry is heavily dependent on electricity to extract, transport and process locally produced fossil fuels. These operations also require natural gas and other fuels for enhanced oil recovery. Another large consumer of energy is the food processing industry.

Agriculture

Although agriculture plays an important role in the economics of the Santa Maria area, agricultural energy consumption is much less than that for the industrial, residential and commercial sectors. In general, agricultural operations consume more electricity than natural gas because electrical energy is used to operate most irrigation pumps.

Energy Conservation

To date, there has been no area-wide recognition of the need to conserve energy. No energy policies have been promulgated by local governmental bodies. The methods by which energy consumption can be reduced are numerous. Some are broader in scope than others, but most would not require any major changes in lifestyles. This discussion will be limited to those methods which are most relevant to the City of Santa Maria.

1. Space Heating and Cooling - Natural gas and electrical energy provide almost all of the space heating and cooling in the Santa Maria area. If buildings are not well insulated, heat is lost to the outside and more energy is required to heat or cool a building. The resistance of a wall, ceiling or floor to heat flow is known as the R-value. The greater the R-value of an insulating material, the greater its resistance to heat flow. A well insulated house will have a minimum of R-11 insulation in the walls and R-19 in the ceiling. In the Santa Maria area, approximately 17 percent of the total dwelling units meet these energy conservation standards mandated by the State of California about five years ago. The addition of R-19 ceiling insulation to an existing dwelling unit can reduce the energy required for space heating by as much as 33 percent.

   Heat loss in buildings can also be minimized by weatherstripping doors and windows, reducing the heating requirements of a structure by about 8 percent.

   Because Santa Maria is situated on an open, unprotected floodplain, it receives strong winds for much of the year. An effective energy conservation measure for buildings in windy areas is the planting of trees and shrubs for wind breaks. Wind breaks should have dense growth and should be as tall or taller than the structure they protect.

   The amount of electricity or natural gas used to heat or cool buildings can also be reduced by a change in habits of a building's occupants. Some of the changes include:

   - Turning thermostat down at night.
   - Turning off pilot lights on furnaces during the warm season.
   - Lowering thermostat setting in winter and raising the setting in summer.

2. Water Heating - The major sources of inefficient energy use for water heating include:

   - Use of electric resistance water heaters. As with space heating, electricity is much less efficient than gas for heating water. Therefore, the use of electric resistance water heaters should be discouraged in new homes.

   - Little or no insulation around the water heater tank. The thermal performance of a water heater tank is highly inefficient without insulation. A tank insulation jacket can reduce the annual energy requirements of water heaters by about 5 to 7 percent.

   - Maintaining water at a higher temperature than necessary. Lowering the thermostat setting on a typical water heater by 10°F can reduce heater energy consumption.

   - Wasteful use of hot water.

3. Lighting - In the unincorporated county areas, the largest commercial use of energy is for lighting. In the residential section, lighting is the fourth largest use. In all likelihood this is true for the incorporated urban areas as well. In many buildings, lighting systems are used which uniformly light the interior space. Since only portions of buildings are used as major activity areas, it is often unnecessary to illuminate all areas with more efficient task-oriented lighting which selectively illuminates activity areas. Also, existing incandescent lights can be replaced with more energy efficient fluorescent or sodium vapor lamps to reduce energy use.

4. Industrial Processes - Because of the diversity and variety of industrial operations in the Santa Maria area, no single conservation measure is broadly applicable throughout the sector. Conservation measures must be identified on a plant-by-plant basis.

5. Pumping - Pumping of water for agricultural and industrial uses is the third largest energy consuming use of Santa Barbara County. Electricity provides most of the pumping power, although natural gas engines are sometimes used for agricultural pumping. The energy efficiency of all pumping can be improved with adjustments to and maintenance of pumping equipment.

Solar Energy Potential

Reductions in the use of natural gas and electricity can be achieved by the use of alternative, renewable resources such as solar energy, including wind power. The prevalence of clear skies and moderate temperatures in Santa Maria create ideal conditions for capturing and utilizing solar energy. Three types of relatively advanced solar technology could be readily implemented in Santa Maria. They are: (1) solar water heating; (2) solar space heating and cooling; and (3) industrial process heat.

Solar water heating can make a substantial contribution to energy savings. Typically, a properly installed and functioning system will supply 70 to 80 percent of the total domestic hot water energy. Favorable solar climate conditions in the area mean that smaller and less costly domestic water heating systems can be used. Within the Santa Maria area at least two companies are able to install solar water heating systems.

The climate of the Santa Maria area is also well suited for solar space heating applications. There are two types of solar spaced heating systems, active and passive. Both can be retrofitted to existing buildings. In the Santa Maria area, a well insulated solar home could provide at least 70 percent of the annual heating energy.

The industrial sector consumes large amounts of high temperature thermal energy. This heat is generally called process heat. The food processing industry uses thermal energy at temperatures under 212°F. Conventional solar energy systems are well suited to provide heat for this type of industry. When temperatures are between 110° and 212°F, as is the case with food processing, active flat-plate collectors can often supply the total thermal energy.

There are some constraints to the utilization of solar energy. Many are largely economic. Others include public credibility and lack of energy policies on the part of public officials. Despite these drawbacks, the potential for the use of solar energy is particularly great in the Santa Maria area.

Wind-Generated Electricity

Wind powered electric generators have been in use since the beginning of the century. Most of these systems were small, localized units, although some generators in the megawatt (one million watts) range have been in operation. Prior to the rural electricification program of the 1930s, many farms used on-site wind-generated electricity.

Wind-generated electricity is still feasible for parts of Santa Barbara County today. Capital costs for wind electricity can be well under $1,000 per kilowatt, making wind electricity cost competitive with the more expensive conventional forms of generation.

The most promising sites for economical and reliable power generation are those having a mean annual wind speed of 14 miles per hour or greater. The average annual wind speed for Santa Maria, recorded at the Santa Maria Airport, is 7.0 miles per hour. Therefore, Santa Maria generally is not well situated for a large wind-generated power facility.

Small scale wind-electric systems, however, can take advantage of micro-climatic variations that may exist in gullies and canyons, and along ridge tops. For this reason, the Santa Maria area may be suitable for individual, small wind turbines.

Wind energy can also be used to pump groundwater for agricultural irrigation. Pumping by conventional electric pumps consumes large amounts of electricity. In many cases, it may be less expensive to replace electrical pumps with wind powered, mechanical pumps.

Water Resources

Groundwater

The groundwater reservoirs are located in the unconsolidated deposits underlying the Santa Maria Valley. They include the dune sand, river channel deposits, alluvium of recent age, and undifferentiated deposits which form the Paso Robles Formation and the Careaga Sand. All irrigated agriculture, industrial and domestic water systems in the Santa Maria area use wells varying in depth from 180 to over 1,000 feet.

Perennial yield refers to the amount of water that can be withdrawn from a groundwater source without exceeding the amount of groundwater recharge on an average annual basis. Removal of groundwater in amounts greater than the perennial yield is considered an overdraft.

In general, the perennial yield of a groundwater basin is the safe yield of the basin. The safe yield represents the amount that can be withdrawn annually without adversely affecting the amount of water in storage on a long-term basis.

Consumption use refers to water extracted but not returned to the groundwater basin. This is water lost to the atmosphere by evaporation and transpiration from plants (evapotranspiration). Consumption use implies complete removal of the water from the system without possibility of recovery.

Recharge/Withdrawal

The Santa Maria Groundwater Basin is recharged naturally through stream seepage, gravity percolation of rainfall and subsurface inflow from the surrounding watershed. Subsurface inflow to the groundwater basin is estimated to be 5,000 acre-feet per year. An estimated 1,000 AFY flows in from the San Antonio Basin on the south, 3,500 AFY from the Nipomo Mesa area and 500 AFY from the consolidated rocks surrounding the basin. Recharge is also accomplished artificially by such means as channelization and conveyance of runoff to retardation or recharge basins, river damming or by dry wells. Because of relatively impermeable strata, recharge is slower in the Orcutt and Nipomo upland areas than in the rest of the basin.

The withdrawal or discharge of water from the Santa Maria Groundwater Basin occurs naturally through subsurface outflow as well as through pumpage for urban and agricultural uses. Subsurface outflow for the basin as a whole is estimated to be 6,000 acre-feet per year. Under current cultural conditions, the average annual recharge to the basin is estimated to be 69,600 AFY by stream seepage, 10,700 AFY by gravity percolation of rainfall and 5,000 AFY by subsurface inflow, for a total of 85,300 AFY. The net recharge of the basin is the average annual recharge minus the subsurface outflow, in this case, 6,000 AFY. Thus, the net recharge for the Santa Maria Groundwater Basin is estimated to be 79,300 AFY.

The City of Santa Maria and the unincorporated Orcutt area obtain their water from the Orcutt Storage Unit, an arbitrary subunit of the Santa Maria Groundwater Basin. Other demands on the Santa Maria basin come from the City of Guadalupe, Sisquoc and Nipomo municipal and industrial uses, and private pumpage for agriculture in the Santa Maria Valley, including some areas within San Luis Obispo County.

Table T-ERME-1 summarizes the groundwater extractions and recharge for the entire Santa Maria Groundwater Basin and for the Orcutt Storage Unit for 1975.

From Table T-ERME-1 it can be seen that the basin as a whole is currently being overdrafted by about 20,000 acre-feet per year. Because agricultural and urban growth has continued from 1975 to 1980, it can be assumed that the overdraft condition has remained relatively unchanged or has increased since 1975.

TABLE T-ERME-1

**1975 GROUNDWATER EXTRACTIONS AND RECHARGE
(ACRE FEET PER YEAR)**

	Santa Maria Groundwater Basin	Orcutt Storage Unit
Safe Yield	79,300	9,670[1]
Extractions		
Municipal and Industrial	20,435	12,185[2]
Agricultural	117,600	4,000
Groundwater Returns		
Municipal and Industrial	7,185	1,035
Agricultural	31,750	1,080
Consumption use	99,100	14,079
Overdraft (consumption use minus safe yield)	19,800	4,400[1]

1 Toups Corporation, 1978. p. III-31 and 38.
2 8,000 City of Santa Maria; 4,185 California Cities Water.

Source: Adequacy of the Santa Maria Groundwater Basin, Santa Barbara County Water Agency, 1979.

In 1975, irrigated agricultural accounted for 86 percent of the net consumption of groundwater in the Santa Maria Groundwater Basin, and urban use of applied water in that year. Of that amount, it is estimated that approximately 27 percent was returned to the groundwater basin, with the larger-proportion, about 85,850 acre-feet, being lost to consumption use.

Historically, annual groundwater withdrawals from the Orcutt Storage Unit have exceeded annual recharge, thus contributing to the overdraft situation throughout the entire Santa Maria Groundwater Basin, which is currently estimated to be about 20,000 AFY according to the Santa Barbara County Water Agency. The overdraft condition is particularly severe in the Orcutt Storage Unit, representing 22 percent of the total basin overdraft. From 1959 to 1975, the accumulated overdraft for the Orcutt unit was 52,000 acre-feet. This is an average annual overdraft of 3,250 AFY. In recent years the Orcutt unit, which has a safe yield of 9,670 AFY, has been

experiencing an overdraft of 4,400 AFY. The demands on this subunit have been greater because of superior water quality compared to the remainder of the Santa Maria Groundwater Basin.

The City of Santa Maria water service extends to all incorporated territory except the public airport area. The city water system also extends to two areas outside the city limits. One extension is to a mobile home park on West Main Street, and the other is the Stubbs Lane, Prescott Lane and Goodwin Road. Water production for the City of Santa Maria alone for the last decade is shown in Table T-ERME-2.

Water for Orcutt area urban and agricultural needs is also withdrawn from the Orcutt Storage Unit. This water is supplied by California Cities Water Company. Table T-ERME-3 shows the total projected water demand (estimates) upon the Orcutt Storage Unit for the City of Santa Maria and the Orcutt area from 1980 to 2000.

TABLE T-ERME-2

CITY OF SANTA MARIA HISTORIC WATER PRODUCTION
1970-1979

Calendar Year	Water Produced (Acre Feet)
1970	7,051
1971	7,139
1972	7,421
1973	6,924
1974	7,185
1975	7,381
1976	8,033
1977	7,509
1978	7,446
1979	8,142

Source: City of Santa Maria, Department of Public Works, Water Production Division.

Eight of the City of Santa Maria's ten wells are located in the Orcutt area and draw from the Orcutt Storage Unit. In fiscal year 1979-80, 8,372 acre-feet of water was pumped from these wells to serve the City of Santa Maria (City of Santa Maria Public Works Department). As can be seen from Table T-ERME-3, the total estimated pumpage for the Orcutt Subunit for 1980 was 16,400 acre-feet. The proportion pumped for the city was, therefore, about 51 percent of the total. If this percentage continues to hold true in the future, the needs for the city can be projected in acre-feet as follows:

1985	1990	2000	2020
9,537	10,404	11,424	11,985

TABLE T-ERME-3

ORCUTT STORAGE UNIT PROJECTED WATER DEMAND (AFY)

Use	1975	1980	1985	1990	2000	2020
Municipal and Industrial	11,100	12,220	13,200	13,900	15,800	16,800
Irrigated Agriculture	3,000	4,200	5,500	6,500	6,600	6,700
	14,100	16,400	18,700	20,400	22,400	23,500

Source: Toups Corporation, EIR East Orcutt Joint Project, 1978.

With a safe yield of 9,670 acre-feet per year for the Orcutt Storage Unit, the overdraft could increase from 4,400 acre-feet per year to 9,030 AFY by 1985, and 12,730 AFY by the year 2000. While these are only estimates of future need and could possibly prove to be too high, there is little doubt that recent growth trends in the Orcutt/Santa Maria area will continue accompanied by increased demands for water. Even if the overdraft condition does not become as great as 12,730 AFY, the margin between safe yield and consumption use, in all likelihood, will widen in the future.

3. Potential Problems

There are several potential adverse impacts that could result from continued, long-term overdrafting of the groundwater reservoir. These are:

1. Drying up of shallow wells.
2. Increased energy consumption to pump water from greater depths.
3. Soil salt buildup.
4. Intrusion of seawater.
5. Land subsidence.
6. Storage of unpolluted drinking water.

4. Water Quality

Groundwater quality has been deteriorating significantly in some areas of the Santa Maria Groundwater Basin over the past 20 years due to the compounded effects of increased water consumption and addition of salts from natural and human causes. Salt accumulation has been the main source of degradation. Salts are added to the groundwater basin by both natural and manmade sources. The natural sources include the percolating component of the Cuyama and Sisquoc Rivers and infiltration of rainwater, and are the largest contributors of salts to the groundwater basin. This input, however, is offset by surface and subsurface outflow. Therefore, the natural additions of salt to the basin do not significantly contribute to the degradation of the groundwater. Table T-ERME-4 shows the annual salt load to the groundwater reservoir for each source.

The net addition of salts is almost wholly attributable to human activities. Continued human use and reuse of groundwater results in increased concentration of salts. When water is consumptively used for irrigated agriculture, a large proportion of water is lost to evapotranspiration, resulting in a reduced volume of water percolating back to the groundwater basin. But, the salt remaining after evapotranspiration is eventually returned to the basin by leaching and percolation, which results in higher concentrations of salts. Irrigated agriculture is the single, most important factor contributing to groundwater degradation in the Santa Maria Valley. Other contributing factors are livestock feed lots, urban sources (wastewater treatment plant), and fertilization from agriculture.

TABLE T-ERME-4

PRESENT AVERAGE ANNUAL SALT LOAD TO SANTA MARIA GROUNDWATER BASIN

Salt Additions	Tons/Year
Natural Sources	
Cuyama River	31,000
Sisquoc River	15,000
Other Natural Resources	2,000
Man-Made Sources	
Urban	7,000
Fertilization from Agriculture	5,000
Livestock	2,000
Salt Removal	
Surface Outflow	-50,000
Subsurface Outflow	-3,000
Net Addition	9,000

Source: Santa Maria Valley Water Resources Study, Toups Corporation, March 1976. p. 103.

In addition to soil salt buildup and increasing concentrations of salts in the groundwater, there is a possibility of saltwater intrusion from the ocean and poorer quality water from adjoining areas to the north and northwest. This could result from a change in the hydraulic gradient brought about by overdrafting. Saltwater intrusion into the groundwater basin is monitored in two wells by the U.S. Geological Survey and the Santa Barbara County Water Agency. No saltwater intrusion is presently occurring but if depletion of the groundwater basin continues, intrusion could be a future problem.

5. Recharge Measures

Long-term average annual recharge to the Santa Maria Groundwater Basin is about 79,000 acre-feet per year including natural and controlled recharge. In Santa Maria some of the urban runoff is controlled by a system of retention basins, sumps and drainage channels which collect and direct runoff into county percolation ponds. Approximately 35 to 40 percent of the runoff is ultimately recharged in this manner.

Twitchell Reservoir on the Cuyama River is used for flood control and groundwater recharge in the Santa Maria River channel. The reservoir impounds water during periods of high flow and releases it slowly to allow maximum recharge to the groundwater basin.

The Santa Barbara County Water Agency is considering several projects to increase groundwater recharge in the Santa Maria basin. One project would collect divert urban runoff in Orcutt and near the Santa Maria Airport to a retention pond northwest of the airport for recharge. The project would reduce the groundwater basin overdraft by 1,200 AFY. The project, which would be partially funded by new project fees, is still in the planning stage. Another project under preliminary consideration is a recharge spreading ground near Fugler Point east of Santa Maria. Funding will also be available from a State Water Resources Control Board grant.

Consideration has been given to the construction of a dam on the Sisquoc River at Round Corral Canyon. The dam would create a 50,000 to 80,000 acre-foot reservoir at Round Corral Canyon that would back water up to the Manzana River. The reservoir would be used for flood control and recharge. Depending on its size, the project could allow an additional 5,000 to 10,000 AFY recharge, although the water would have a very high per unit cost. However, the U.S. Department of the Interior is considering the inclusion of the Sisquoc River in the Wild and Scenic River system, which would curtail any further consideration of the project. The damming of the Sisquoc River is only an idea at present, and should be considered a "last resort" remedy in the event that adequate water supply becomes a critical problem.

Additional groundwater recharge as described above would reduce the amount of overdraft in the Santa Maria Groundwater Basin. If these recharge projects were implemented, the projected overdraft for the entire basin for 1990 could be reduced by approximately 10,000 acre-feet per year.

Air Quality

Santa Maria is located within the three-county South Central Coast Air Basin which is under the jurisdiction of the Santa Barbara County Air Pollution Control District (APCD) and the Santa Barbara County Office of Air Quality Planning. Air quality in Santa Maria reflects air quality regionally, and is affected by emissions within the city and county areas and by local climatic conditions.

Ambient pollutant concentrations depend on a combination of meteorological conditions, which are highly variable and uncontrollable, and emissions of pollutants from stationary and mobile sources, which are less variable and more controllable. Three ambient air quality monitoring stations are operated in Santa Maria. One measures ozone (photochemical oxidant), and sulfur dioxide, and two monitor suspended particulate matter. Three-year summaries of the data collected at these stations, together with the corresponding ambient air quality standards are shown in Tables T-ERME-5, T-ERME-6 AND T-ERME-7. Table T-ERME-8 shows current and projected emissions of five pollutants from a variety of sources in Santa Maria, assuming the 1977 level of air from a variety of sources in Santa Maria, assuming the 1977 level of air pollution control. It should be noted that ozone is a secondary pollutant formed by a series of photochemical reactions in the atmosphere involving reactive hydrocarbons, oxides of nitrogen, and sunlight, and is not directly emitted as are its precursors.

The main pollutants in the Santa Maria area are vehicular emissions and particulates (dust), mainly from agricultural operations. Air quality standards have been mandated at the federal, state and county levels to protect human health. The Federal Clean Air Act of 1970 and subsequent amendments (1977) established "attainment" standards for jurisdiction for various pollutants. Monitoring station data show that for Santa Maria the ozone attainment standard is occasionally exceeded and the particulate standard is frequently exceeded. Therefore, Santa Maria has been designated by the California Air Resources Board as a "nonattainment" area are both ozone and particulates. The Air Quality Attainment Plan (AQAP) prepared in 1979 describes air pollution control strategies necessary to attain the ozone standard by 1987. However, the Environmental Protection Agency is currently revising the standards for particulates since it is only the very fine, breathable, particulates that remain suspended in the air and can be harmful. Larger particulates such as dune sand and dust from unpaved roads and agriculture settle quickly and do not remain suspended.

TABLE T-ERME-5

SANTA MARIA CURRENT AND PROJECTED AIR POLLUTANT EMISSIONS (TONS PER YEAR, AVERAGED ANNUALLY)

Pollutant	Source Category	1977	1982	1987	1990	1995
Reactive	Automotive	6.34	3.30	1.75	1.50	1.39
Hydrocarbons	Gasoline marketing	0.49	0.52	0.55	0.57	0.61
	Solvent Evaporation	0.92	0.95	0.98	1.00	1.02
	Petroleum Production	3.72	1.90	1.90	1.90	1.90
	Pesticides/Weed Oil	2.11	2.34	2.48	2.57	2.57
	Waste Burning, Structure Fires	0.12	0.13	0.13	0.13	0.13
	Stationary Fossil Fuel Combustion	0.03	0.03	0.03	0.03	0.03
	Aircraft	0.47	0.33	0.19	0.10	0.10
	Other Stationary	0.26	0.27	0.28	0.28	0.29
	Total	14.46	9.76	8.29	8.08	8.04
Nitrogen Oxides	Automotive	6.54	5.31	4.66	4.62	4.95
	Petroleum Production	0.11	0.11	0.11	0.11	0.11
	Natural Gas Flare	0.06	0.09	0.11	0.12	0.12
	Ag. Cleaning/Drying	2.31	0.23	0.23	0.23	0.23
	Aircraft	2.80	3.10	3.30	3.41	3.41
	Other Stationary	1.69	1.79	1.81	1.85	1.89
	Total	13.51	10.63	10.22	10.34	10.71
Carbon Monoxide	Automotive	49.7	36.6	25.1	22.3	21.5
	Aircraft	4.22	3.48	2.57	2.00	2.03
	Other Stationary	6.04	6.42	6.53	6.60	6.77
	Total	60.0	46.5	34.2	30.9	30.3
Suspended Particulate	Total	2.09	2.12	2.11	2.11	2.06
Sulfur Doxide	Total	6.00	2.45	2.57	2.64	2.66

Source: Santa Barbara County Office of Air Quality Planning, May 1, 1979, Addendum to the Air Quality Attainment Plan for Santa Barbara County. p. II-12.

At the present time, data on the amount of very fine, suspended particulates in the Santa Maria area is not available, although it is believed by the Santa Barbara County Office of Air Quality Planning that a large proportion of the particulates settle quickly. The Office of Air Quality Planning is currently waiting for the

federal revisions to the attainment standards to determine if any control measures should be considered.

Currently, Santa Maria meets federal standards for carbon monoxide. However, there is potential for carbon monoxide emissions to exceed federal standards in the future. The greatest source of atmospheric carbon monoxide in Santa Maria is the automobile. Broadway, between Betteravia Road and Main Street, carries between 22,800 and 27,500 vehicles in average daily traffic. This road segment, under worst case meteorological conditions, could generate eight-hour carbon monoxide concentrations that exceed standards. Worst case meteorological conditions are a combination of wind speeds of less than three miles per hour at a low angle to the roadway, and high atmospheric stability. Whenever such conditions prevail, this segment could be considered a critical local air quality area. Emissions are greatest from automobiles running at low rather than high speeds, and when automobile engines are idling.

In Santa Maria, automobiles account for more reactive hydrocarbons, nitrogen oxides and carbon monoxide than any other source of atmospheric pollution. Therefore, any action taken to reduce automobile use and vehicle miles traveled will help minimize the pollutants emitted by motor vehicles.

Current urban land use patterns in the Santa Maria Valley prompt frequent intra-urban automobile trips of relatively long distances. In general, major commercial and employment centers are far removed from any residential areas. Because there is no extensive public mass transit system in Santa Maria, the automobile is the only mode of transportation available to most people.

Appropriate land use policies can help to mitigate the air pollution problem caused by motor vehicles. Future land use planning should strive to decrease the number of daily vehicle trips and the distances traveled within the study area. One way to help achieve this objective is to discourage "leap-frog" development. That is, development that is removed from existing urban areas. Such development often stimulates urban build-up between the urban core and the outlying development, which, in turn, promotes further reliance on automobile use. Emphasis should be placed, instead, on filling in vacant land within the city limits or sphere of influence. A second measure would be the encouragement of clustered or mixed use

development. The objective of this would be to put people in closer proximity to their centers of shopping and employment. Higher densities should be encouraged in and around shopping and employment centers when existing or committed urban services can support such densities.

Motor vehicle emissions controls are applied by the state, while transportation and land use management are primarily undertaken at the local level. The goals, policies and measures discussed in the Urban Development Strategy are based primarily on the County Air Quality Attainment Plan and modified for applicability to Santa Maria.

Soils and Agriculture

Two soil associations, or groupings, are recognized in the Santa Maria area, divided approximately by Betteravia Road. The southern soil group, the Betteravia-Garey Association, are soils formed in wind modified sands on marine terraces. The soils have a coarse texture and are less productive for agricultural use. In some areas, the soils are dissected by gullies and terrace escarpments.

The northern group, which extends to the Santa Maria River, is the Sorrento-Mocho-Camarillo Association. These soils, formed in very deep alluvium, are among the most productive in the area. Prime agricultural soils (capability Classes I and II) extend in a wide band across the built up area of Santa Maria to the undeveloped lands east of the city between Donovan Road and Battles Road, and to the west of the city from Stowell Road northward.

Soils on terraces and low hills, such as Garey, Betteravia, Oceano, Marina and Tierra soils, are not so valuable for farming (as are Sorrento, Salinas, Agueda, Mocho, Panoche and Metz) but are suitable for recreational, open space or residential development, the latter with consideration for erosion and drainage problems.

Soils within the belt of prime agricultural land are not discussed individually since their properties are relatively uniform. Typically, they occur on level or nearly level sites, are deep, well-drained and fertile. Near the Santa Maria River, some soils are subject to flooding and are, consequently, covered with unconsolidated sandy alluvium. Within the ERME study area, soils classified as prime agricultural include Sorrento sandy loam, Sorrento sandy loam with sandy substation and Sorrento loam.

In addition to the prime agricultural soils, 13 soil types occur in the potentially developable areas. These are described in Tables T-ERME-6 and T-ERME-7. Two soil types present potential limitations or hazards that could limit development or require special engineering measure One is Betteravia loamy sand, which occurs in a band south of Betteravia Road, west of U.S. 101, throughout the Santa Maria Airport area, and in Orcutt west of the Orcutt Expressway. This soil has very low permeability and is susceptible to local flooding and wind erosion. Narlon sand soils occur northwest of the Santa Maria Airport runways. Because of a clay layer at 24 to 30 inches deep, permeability is very low and could create saturated soil conditions which could be unstable during seismic shaking.

TABLE T-ERME-6

CHARACTERISTICS OF SOILS IN THE SANTA MARIA AREA

Soil Symbol	Surface Texture	Class	S/S	Erodibility: Wind	Erodibility: Water	Septic Limits
MnA	Loamy sand	III	L	M	L	Slight
Sh	Sandy alluvium	VII	N/A	L	M	Variable
CuA	Loamy sand	III	L	H	L	Slight
BmA	Loamy sand	IV	L	H	L	Severe(1)
BmC	Loamy sand	IV	L	H	L	Severe
TcG	Terrace escarpments	VII	N/A	N/A	N/A	—
PnA	Sandy loam	I	L	M	L	Severe(1)
PnC	Sandy loam	III	L-M	M	M	Severe(1)
OcD3	Sand	VIII	L	M	M	Mod-Sev(2)
GuE	Gullied	VIII	N/A	N/A	N/A	—
MaA	Loamy sand	IV	L	H	M	Slight
NvA	Sand	IV	M	H	L	Severe(1)
NvC	Sand	IV	M	H	M	Severe(1)
MaC	Loamy sand	IV	L	H	M	Moderate
MaE	Loamy sand	VII	L	H	H	Severe(2)
GaC2	Sandy loam	III	L	M	M	Severe(1)

KEY TO SOIL CHARACTERISTICS

CLASS = Capability class of the soil, indicates the suitability of soils for field crops, suggested management practices and the risk of deterioration when cultivated. Soils in Classes I and II have few limitations for use and are generally considered prime agricultural soils.

S/S = Shrink-Swell potential of the soil; indicates the relative clay content of the soil and its potential to expand and contract upon alternate wetting and drying. (L-low, M-med, H-high).

ERODABILITY = Potential for wind and/or water erosion of the soil (L-low, M-med, H-high).

SEPTIC LIMITS = Limitations for septic tank filter fields: (1) - limitations related to slow or very slow permeability; (2) - limitations related to slope or dissected soil surface.

Source: USDA Soil Conservation Service Soil Survey 1972, Northern Santa Barbara area, California.

TABLE-ERME-7

AGRICULTURAL SUITABILITY OF SOILS

Soil Series Index		Suitable Crops
BmA	- Betteravia loamy sand, 0-2% slope	Few/none
BmC	- Betteravia loamy sand, 2-9% slope	Strawberries
CuA	- Corralitos loamy sand	Dry beans/orchard
BaC2	- Garey sandy loam, 2-9%, eroded	Alfalfa/barley
GuE	- Gullied land	N/A
MaA	- Marina sand, 0-2%	Strawberries/alfalfa
MaC	- Marina sand, 2-9%	Alfalfa
MaE	- Marina sand, 9-30%	Few/none
MnA	- Metz loamy sand, 0-2%	Strawberries/lettuce/celery

NvA	- Narlon sand, hardpan variant, 0-2%	Few/none
NvC-	- Narlon sand, hardpan varient, 2-9%	Few/none
OcDE	- Ocean sand, 2-15%	Alfalfa
PnA	- Pleasanton sandy loam, 0-2%	Strawberries
PnC	- Pleasanton sandy loam, 2-9%	Barley/alfalfa
Sh	- Sandy alluvial land	N/A
TcG	- Terrace escarpments	N/A

Oil Resources

The Santa Maria Valley oil field is a large oil producing basin extending through Santa Maria and the surrounding area into the Pacific Ocean. The main portion of the oil field is located within the Santa Maria city limits. This portion of the field was discovered in 1934 and is now in the final stages of production. Only relatively small amounts of recoverable oil and gas remain in the wells. Wastewater is pumped into certain wells to force the remaining oil out. This water flooding technique removes all the free oil leaving behind only oil trapped in small spaces within the reservoir. The only method of recovering this oil is to mine the reservoir rock and then remove the oil. This is not being considered because of the depth of the oil bearing strata. It is improbable that any new well will be drilled within the city. Many wells are no longer producing and have been sealed.

Potential Hazards and Conflicts

Noise. All of the oil well pumps in the Santa Maria area are powered by electric motors rather than diesel engines. Wells equipped with electric motors typically generate noise levels of approximately 67 dBA at a distance of 100 feet. This exceeds Santa Maria's noise standards of 65 dBA in commercial areas and 60 dBA in residential areas within 100 feet and 200 feet, respectively, around each producing well.

Air Quality. No major air quality problems are associated with the Santa Maria Valley oil field. Some hydrocarbons, small amounts of hydrogen sulfide and other sulfurous compounds leak from the well-head, valves and fittings, and from storage areas. Hydrocarbons themselves are not a health hazard, but they do contribute to

ozone formation (smog), which is a health hazard. See the Air Quality section of this report for a discussion of photochemical smog. Odors from sulfurous compounds are experienced near the source. These odors can cause a local nuisance and can pose a health hazard if concentrated amounts are released. Hydrogen sulfide levels in the Santa Maria area are higher than normal because of new oil fields located to the southeast.

The greatest fire potential is associated with tank farms and oil processing facilities. No blowouts have occurred in the area and, because of the advanced age of the field, none are expected.

Municipal Solid Waste Recovery and Energy Conversion

The consumption and manufacture of goods, from soft drinks to washing machines, is very energy intensive. Besides the energy consumed to actually utilize a product, much energy is required to manufacture and dispose of the product. Currently, the terminal point of this energy flow is the local dump. Solid waste recovery and conversion are intended to reduce the size of the consumer goods energy flow and tap the energy contained in refuse.

The basic nature of any municipal solid waste (MSW) recovery program is dictated by the contents and amount of waste generated. The composition of MSW determines the types of energy products and materials that can be recovered. The amount of MSW determines the amounts of recoverable materials and energy and the appropriate recovery technologies.

Reducing the energy wastes associated with traditional disposal processes can be accomplished in two general ways:

1. Material recovery: collecting and using recycled materials. This consumes less energy than manufacturing goods from virgin materials.

2. Energy conversion: converting MSW to fuel, heat or electricity to replace conventional energy sources.

1. Material Recovery

Recovery of recyclable material from MSW can both save energy and extend the life of landfill sites. Recycling materials such as paper, metals and glass can save significant quantities of energy. Use of secondary materials eliminates the extraction and refining steps, along with the energy consumed by these steps. Use of recycled material in copper and aluminum production reduces energy requirements for these materials by over 90 percent. Energy reductions of over 70 percent can be achieved in steel and low grade paper production. Material recovery can be achieved by collecting recyclable material before it goes to the dump or by separating and recycling material prior to final disposal.

2. Energy Conversion

Organic materials other than paper -- rubber, leather, textile, wood, food and yard wastes -- are not now recyclable, but do contain potentially recoverable energy. Municipal solid waste conversion can be accomplished in three ways:

1. Incineration
2. Pyrolysis
3. Landfill gas

Landfill Gas

Refuse buried in a landfill produces a crude form of methane gas as bacteria anaerobically digest the organic portion of the waste. The use of landfill gas appears to be the most attractive potential source of MSW energy conversion applications. Compared to incineration and pyrolysis, the conversion and use of methane gas can be considered a realistic possibility.

C. URBAN DEVELOPMENT STRATEGY

The Urban Development Strategy is a means of integrating principles and objectives of environmental management with other planning goals of the growing community of Santa Maria. By considering the opportunities and limitations posed by the environmental factors analyzed in this document, the strategy can help the overall growth of the community.

Growth in Santa Maria will depend not only on environmental factors, but on the availability of public services. Because of relatively long lead times required for planning and construction of new or expanded facilities, wastewater treatment capacity is one of the most significant public service factors in determinating growth of the community.

Along with lands within present city boundaries and sphere of influence, the ERME considers land outside the City of Santa Maria, analyzing environmental constraints and opportunities affecting potential development.

Table T-ERME-8 projects wastewater generation for the city at full residential buildout assuming no vacancy rate. The Department of Public Works estimate of 85 gallons of effluent per person per day, and an average household size of 2.8 persons is used to calculate existing and future residential wastewater flow. These service projections are approximate since all of the factors, dwelling unit population, per capita wastewater flow and growth rate, may vary.

It is difficult to determine accurately that the wastewater treatment demands will be for future industrial growth. Since Santa Maria serves a regional area (northern Santa Barbara County and a portion of southern San Luis Obispo County), the annual rate of industrial acreage absorption can be expected to be higher than the city alone could support. This is also true concerning commercial acreage. However, the city should continue to monitor the industrial and commercial growth to see that the regional market is not saturated and city resources are not impacted beyond their capability. It is possible to determine the regional needs at different growth rates for industrial and commercial property. However, development of the necessary data base would be a major, time-consuming effort.

The projected industrial figures are based on current flows excluding high sewage generation industries. Estimates for the future are based on average sewage generation of 675 gallons per acre per day.

The infiltration figure of 70,000 gallons is taken from the Corollo Report and is a projection to 1999.

TABLE T-ERME-8

CITY OF SANTA MARIA POTENTIAL WASTEWATER FLOW

		Sewage Flow Gallons
Residential Units[1]		
Existing	15,018	3,574,284
Undeveloped	5,286	1,258,068
	20,304	4,832,352
Industrial[2]		
Current		1,060,000
Projected (1,252 vacant acres)		845,100
Infiltration		70,000
Users Outside City Limits (Figure 11)[3]		
Area F (West main)		17,000
Area G (Orcutt Wye)		179,976
City of Santa Maria Flow Treated by Laguna Sanitation District		-6,548
Total Flow		6,997,880
1981 Capacity (average annual basis)		6,500,000
Remaining Capability		-497,880

Areas F and G are areas outside the city limits that are served by the city wastewater treatment plant. Area F includes an 80-space mobile home park and an assortment of commercial uses. Area G, in the vicinity of the Orcutt/Wye, is mostly residential, and contains about 1,840 people.

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1 As of April 1, 1980. Residential sewage flow data based on 2.8 persons per household and 85 gallons per person per day average wastewater generation. Commercial wastewater is included as a component of the per capita generation.

2 Current industrial flows were provided by the City of Santa Maria Public Works Department. Projected industrial flows are based on current industrial flows excluding high sewage generators such as food processing plants and CBS Records.

3 Area F - Based on an estimated population of 200 people. Ben Middleton, City of Santa Maria Wastewater Treatment. Area G - Santa Barbara County Planning Department.

Because of local topography, certain areas within the Laguna Sanitation District are served by the city's wastewater treatment plant. This amount averages about 196,976 gallons per day. Also because of terrain, the Laguna Sanitation District treats some effluent generated within the city limits. This amount, 6,548 gallons per day, is subtracted in the calculation of total flow.

Table T-ERME-9 summarizes potential future development within the ERME study area, but outside the city limits. Areas A and B are areas of possible annexation outside the sphere of influence boundary. Areas C, D and E are areas of possible annexation within the sphere of influence. At the present time there are no plans for annexation of any of these areas, and it is not certain whether any of them will be annexed. Indeed, there are some formidable barriers to the annexation of Areas B and B in particular. Nevertheless, because they are adjacent to the city limits, Areas A through E are logical sites for annexation and could be incorporated in the future. Therefore, it is prudent to analyze the impact of such annexations on city service and on environmental resources. To estimate wastewater flow for residential Areas A, B and C, 20 percent was subtracted from the total acreage for streets and sidewalks, etc. The remaining acreage was divided by the appropriate lot size to yield the number of potential households. This multiplied by 2.8, the average household size, and the product multiplied by 85 to yield the estimated daily wastewater generation.

TABLE T-ERME-9

CITY OF SANTA MARIA FUTURE ADDITIONAL WASTEWATER TREATMENT REQUIREMENTS

Potential Future Development Area	Potential Future Dwelling Units	Wastewater Generation Gallons Per Day
A	1,860	442,680
B	1,773	421,974
C	338	80,410
D	580	138,040
E	(Industrial)	109,350
Total	4,551	1,192,454

Area A is a 533-acre section of land bounded by Betteravia Road on the south and Stowell Road on the north. The area is bisected by Blosser. The land use, if annexed, would be low-density residential (10,000 square foot lots) increasing the population by about 5,208 people. The estimated wastewater flow would be about 442,680 gallons per day.

Area B is a 508-acre site located immediately south of Battles Road, west of Highway 101, and east of Miller Street. This land would also be used for low-density residential development if annexation should occur, adding approximately 4,964 more people to the population. The expected wastewater flow would be about 421,974 gallons per day.

Area C is an 81-acre site adjacent to the west side of Highway 101 and bounded by Battles Road on the south. Seventy-seven acres are designated by the General Plan for medium-density residential use. At full buildout, the site could accommodate at least 338 dwelling units which would generate approximately 80,410 gallons of wastewater per day. If annexed, this flow would be treated by the city's wastewater treatment plant.

Area D is located just southeast of the city limits between Santa Maria Way and Highway 101. A mobile home park with 185 units currently occupies the northwest corner of the site. If the remainder of the site were developed with mobile homes and annexed to the city, another 138,040 gallons per day would be piped to the city's plant.

Area E, north of Betteravia and west of the Santa Maria Valley Railroad tracks, is a 162-acre site designated for industrial use. Industrial uses generate an average of 675 gallons of wastewater per day, per acre. If this site were fully developed with industrial facilities and annexed to the city, still another 109,350 gallons of effluent per day would be added to the wastewater treatment plant.

The city's wastewater treatment plant on Black Road has been increased to a capacity of 6,500,000 gallons per day on an average annual basis.

With full buildout of the remaining undeveloped residential and industrial sites within the city limits, wastewater flow would increase to approximately 6,997,880 gallons

per day. This is the projected flow only for areas currently within the city limits and areas outside the city limits but currently being served by the city's wastewater treatment facilities. Considering only these needs, the wastewater treatment plant will have a treatment deficit of 497,880 gallons per day. While the 6,500,000 gallons per day plant capacity was planned to accommodate growth to 1989, it appears that residential development within the city limits could be complete by the mid 1980s.

At full residential buildout, the city's population is expected to be between 55,290 to 56,851. The low figure of 55,290 was arrived by adding the population as of April 1, 1980 (39,685) to the population expected to be generated by the residential units yet to be developed within the city limits. The high figure of 56,851 was derived by multiplying the sum of the total existing units and the total undeveloped units by 2.8, the average household size.

Table T-ERME-10 shows the expected number of years to residential buildout at 11 different growth rates. The 3 percent growth rate represents the average growth rate for the past 5 years, however, the growth rate for the last 2 years has been between 5 and 6 percent. A report by the Santa Barbara County-Cities Area Planning Council predicts a future growth rate of 6 percent.[1] The highest estimate of 17 percent is suggested in a document prepared by J. Eugene Grigsby and Stephen H. Contreras.[2] The other eight growth rates represent possible rates at which the city's population could increase. For each growth rate, the approximate buildout date and average yearly population increases are shown. The table also shows the number of additional dwelling units that will be needed yearly to accommodate the increase. The assumption is made that the average household size will remain at 2.8 persons through 1984, then 2.67 persons from 1985 through 1989, finally leveling off at 2.57 persons in 1990.

The estimated population which can be supported by the expanded wastewater treatment plant is 50,916. It is expected that the wastewater treatment plant will be at capacity whenever the population reaches this figure. Table T-ERME-11 shows the estimated date at which this population will be reached.

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1 Santa Barbara County-Cities Area Planning Council, Employment and Housing Impacts of Space Shuttle, MX and LNG Projects, October 1980.

2 J. Eugene Grigsby and Stephen H. Contreras, An Assessment of the Cumulative Urban Impacts of Four Government Sponsored Projects on Santa Barbara County, California, February 1981.

There is a potential for the addition of 4,551 dwelling units in Areas A, B, C and D, inclusive. Clearly, the city treatment plant cannot support full buildout and annexation of all five areas. Either some limits to growth must be applied, or plans for additional plant expansion should be applied, or plans for additional plant expansion should be considered before any of these properties are annexed. State Water Resources Control Board policies require treatment plant operations to provide a plan for enlargement when average flow exceeds 75 percent of design capacity. Thus, it appears that the city may need to plan for expanded services before the mid-1980s depending on the actual buildout rates.

These service limitations, taken together with the environmental limitations discussed in Section A, the resources, provide a basis for guiding future growth in Santa Maria. Development of areas outside the city limits should definitely be deferred until adequate wastewater treatment capacity is available. The following three levels of priority for urban development have been established with the implicit assumption that growth will be contingent upon adequate wastewater facilities.

1. Areas without major environmental constraint, suitable for development:
    - Secondary agriculture and pasture lands.
    - Areas without major soil limitations or ponding problems.
    - Areas of low or negligible archaeological sensitivity (Zones II and III, see Figure ERME-4)
    - Areas not containing important plant and wildlife habitat.
2. Areas suitable for development, with limitation as to type, intensity or timing:
    - Prime agricultural lands not in agricultural preserves.
    - Areas subject to flooding or ponding.
    - Oil production areas.
    - Soils with permeability problems.
      Areas of high archaeological sensitivity.
3. Areas generally not suitable for development in the time frame of the ERME (to 1990 or later):

- Agricultural preserve lands.
- Flood hazard zones of the Santa Maria River and groundwater recharge areas.
- Areas of unknown flood hazard along Orcutt Creek.
- Airport clear zones.
- Other committed public open space and recreation areas.

TABLE T-ERME-10

CITY OF SANTA MARIA POSSIBLE GROWTH RATES AND RESIDENTIAL BUILDOUT YEAR

Growth Rate	Number Years to Residential Land Buildout	Average Yearly Population Increase	Dwelling Units Needed Yearly Thru 1984 (2.80)*	Thru 1989 (2.67)*	1990 (2.57)*
1.5%	22.27 (June 2002)	701	250	262	273
2.0%	16.75 (Dec. 1996)	932	333	349	363
2.5%	13.43 (Sept. 1993)	1,162	415	435	452
3.0%	11.22 (June 1991)	1,391	497	521	541
3.5%	9.64 (Nov. 1989)	1,619	578	606	630
4.0%	8.46 (Sept. 1988)	1,845	659	691	712
4.5%	7.53 (Oct. 1987)	2,072	740	776	806
5.0%	6.80 (Jan. 1987)	2,295	820	859	893
6.0%	5.69 (Dec. 1985)	2,743	980	1,027	1,067
9.0%	3.85 (Feb. 1984)	4,053	1,448	1,518	1,577
17.0%	2.11 (May 1982)	7,395	2,641	2,770	2,878

* Average Number of persons per household.

TABLE T-ERME-11

CITY OF SANTA MARIA ESTIMATED SEWAGE TREATMENT CAPACITY DATE

Growth Rate	Sewer Capacity Year
1.5%	Dec. 1996
2.0%	Oct. 1992
2.5%	May 1990
3.0%	Sept. 1988
3.5%	June 1987
4.0%	Aug. 1986
4.5%	Dec. 1985
5.0%	May 1985
6.0%	July 1984
9.0%	Feb. 1984
17.0%	Oct. 1981

Santa Maria Area Soil Types

Betteravia loamy sand (BmA; BmC) is a nearly level soil of moderate depth (36 to 50 inches). The permeability is very slow and this soil tends to become boggy after rains. Since surface runoff is slow, the hazard of water erosion is slight. However, the soils are highly susceptible to wind erosion. The soil fertility is very low and these soils are used primarily for range and nonfarm purposes, although strawberries are grown in some areas. Generally, areas of Betteravia loamy sand have severe limitations for septic tank filter fields.

These soils occur in the undeveloped areas northwest and south of the Santa Maria airport, and in the tract west of Railroad Avenue between Stowell and Betteravia Roads. In addition, sizable areas exist between U.S. 101 and Broadway, south of Betteravia Road (U.S.S.C.S., 1972).

Corralitos loamy sand (CuA) occurs on alluvial fans and flood plains. The soil is characterized by rapid permeability, very slow surface runoff, and no hazard of erosion by water. The hazard of soil blowing is high. Soil fertility is low, however, in addition to rangeland uses, strawberries and other irrigated crops are grown.

The Corralitos soil is extensive southwest of the City of Santa Maria in the undeveloped area south of Stowell Road, and extends east as far as the intersection of Highway 101 and Battles Road (U.S.S.C.S., 1972).

Garey sand loam (GaC2) occurs in nearly level positions on terraces that are partly dissected by deep drainage ways. Shallow gullies are common, designated as soil sewer GUE. The permeability of these soils is slow, severely limiting their suitability for septic tank filter fields. Surface runoff is slow to medium resulting in moderate water erosion hazards. Low soil fertility limits agricultural uses to some irrigated and dryland crops, and range. Garey soils are prominent in the undeveloped areas south of Orcutt (U.S.S.C.S., 1972).

Marina soils (MaA; MaC; MaE) are predominantly sandy and occur on level to gently rolling mesa-like areas. Permeability is moderate and surface runoff is slow to moderate except on slopes exceeding 10 percent. The hazard of water erosion is high in hilly areas, and wind erosion potential is severe wherever the soils occur. Fertility is very low, but agricultural uses on level areas include strawberries and alfalfa.

Marina soils with slopes of 9 to 30 percent occur in the undeveloped areas east of Orcutt. Marina soils also are present near the intersection of Betteravia Road and Highway 101 and northwest and south of the Santa Maria airport (U.S.S.C.S., 1972).

Metz loamy sand (MnA) soils are associated with floodplains adjacent to the Santa Maria River. Permeability is rapid in these level soils and they have only slight limitations for septic filter fields. Surface runoff is very slow and therefore the hazard of water erosion is low. Soil fertility is fair to poor, yet the soils support irrigated vegetables and field crops, and alfalfa.

The extend of Metz soils is restricted to areas on the northern edge of the City of Santa Maria (U.S.S.C.S., 1972).

Narlon sand (NuA; NvC) soils occur on terraces that are level to slightly rolling. The permeability is very slow due in part to the presence of a hardpan layer at 24 to 30 inches depth. As a result, a perched water table often forms after rains or irrigation. Surface runoff is slow and water erosion danger is low on level sites, but can become more hazardous on slopes. The hazard from wind, however, is high on all sites. These soils have very low fertility and are primarily used for range and nonfarm purposes. These soils occur in the undeveloped areas adjacent to the Santa Maria airport (U.S.S.C.S., 1972).

Oceano sand soil (OcD3) is characterized by rapid permeability, slow to medium surface runoff, moderate erosion hazard from water, very high erosion hazard from wind and moderate to severe limitations for septic tank filter fields. Fertility is very low and the soil is suitable for some irrigated crops like alfalfa, walnuts or rangeland. The sand is severely eroded by wind in places with bowl-shaped, depressions called blowouts.

Oceano soils are present in the areas northwest and south of the Santa Maria airport, between U.S. 101 and Broadway south of Betteravia Road and east of Orcutt near Highway 101 (U.S.S.C.S., 1972).

Pleasanton soils (PnA; PnC) occur on terraces where as much as 10 percent of the surface layer may be gravel or cobblestones. The permeability is moderately slow

restricting the use of septic filter fields. Surface runoff is slow to medium and the erosion hazard is slight, but increases on slopes. Fertility is moderate and the soils are used for irrigated row and field crops, and for dryland hay and grain.

Pleasanton soils are present northwest of the Santa Maria airport, and in the area between Highway 101 and Broadway south of Betteravia Road (U.S.S.C.S., 1972).

D. RECREATION SYSTEM MASTER PLAN

Purpose

This element in the General Plan identifies goals, policies and objectives for the planning, development, and operation of the recreation system to serve the Santa Maria/Orcutt area. While the recreation portion of the Element is directly concerned with parks and recreation facilities, its policies overlap and extend the Environmental Resources Management Element of the General Plan policies for the protection, preservation and wise utilization of the city's and area's natural and cultural resources. It is the purpose of this portion to assure that recreation concerns and needs are a critical component of the urban development strategy to provide a future development plan for the city and area which considers the social and cultural needs of the citizens along with resource limitations and environmental constraints.

The study area includes the designated sphere of influence boundaries for the City of Santa Maria and land adjacent to the sphere boundaries on the north, east and west. These areas are contiguous to existing urbanization and would logically be included in a study of recreation conditions in Santa Maria.

Background

Current Profile of Santa Maria

Over the 15-year period of 1970 to 1985, population within the Santa Maria study area has increased 54.5 percent, from 50,067 to the current number of 77,350. The City of Santa Maria alone increased 47.6 percent in this 15-year period, making it the second fastest growing community in Santa Barbara County.

Prediction of continued growth within the next five years is reinforced by new, major industrial facilities locating in the area - expansion of defense systems at Vandenberg Air Force Base and proposed liquid natural gas (LNG) facility at Point Conception.

Resultant population increases are of two types: the short-term influx of construction workers who leave when a project is completed, and the long-term, permanent residents who move to the area to work at the new facilities. Long-term growth will also occur as a result of the economic stimulus provided by new industrial development.

Demographic profile of the study area has undergone a noticeable transformation in the last 20 years. The ethnicity of the 1980 Santa Maria area population shows a substantial shift in composition from the predominantly 95 percent White-Anglo in 1960 to 77 percent White and 23 percent "other" ethnic backgrounds in 1980 (see Table T-ERME-12). Of the 23 percent, the majority are Spanish origin, indicating a marked increase of this ethnic group in the last 20 years.

TABLE T-ERME-12

SANTA MARIA ETHNIC COMPOSITION

Year	Total	White	%	Other	%	Spanish	%
1960	35,477	33,808	95	1,669	5	5,281	15[1]
1980	63,460	48,858	77	14,602	23	16,033	25[1]

Parks have been a part of Santa Maria since its early development and subsequent incorporation in 1905. Summer playground programs started in 1935; the first recreation center opened in 1941; and a year later, the Santa Maria Recreation Commission was appointed, followed by the City Council's hiring of the first full-time Recreation Director. These actions and events provided the impetus for the City's present recreation and park system.

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1 In this category, the figures are a part of the total population. In 1980, 25 percent were of Spanish origin. 1960 and 1985 are not fully comparable figures, as 1960 represents surnames only, but 1980 may include other races of Spanish origin.

Recreation and Park Issues

The issues associated with the functioning and capacity of the current recreation system to provide a desirable level of service in the study area have been identified. Guiding this evaluation were four fundamental recreation service delivery principals:

1. The recreation and park delivery system should provide for a balanced, yet comprehensive range of recreation opportunities for all residents of Santa Maria in accordance with their needs, interests, and preferences, and consistent with the responsibility of the city to provide them.

2. The expansion of a recreation system should be predicated on the full use of all existing resources.

3. A program, service, or facility shall be provided by that general purpose unit of government closest to its users, consistent with accepted responsibility and the capability of that unit to provide it.

4. The funding of recreation facilities and services should be equitably shared by users consistent with benefits derived.

Using these principles and general service level standards to assess the existing resources and recreation service operations in the Santa Maria/Orcutt area produced the following list of major and associated issues:

1. There is a need for more unified planning between the City and Santa Barbara County if a more effective, efficient, and equitable recreation system is to be provided in the total study area.

2. There is a need for additional funding sources if necessary capital improvements and continuing operations and maintenance costs are to be adequately met. This includes appropriate one-time contributions by all new urban developments to buy into the existing system; re-evaluation of fees and charges to achieve equity between users and non-users; investigation of possible revenue sources from unincorporated portions of study area; and consideration of options for joint public-private recreation ventures to provide needed services and revenues.

3. There is a need to give the highest priority to providing community level recreation facilities and programs and to encourage residential areas to assume more responsibility for support and operation of neighborhood recreation and park facilities, open space greenbelts and streets landscaped areas.

4. Special recreation needs of minority segments in the urban area require continual monitoring if suitable programs and opportunities are to be provided.

5. Social and cultural facilities in the study area are inadequate and need to be expanded if interests and demands are to be met. This includes space for general recreation classes, social gatherings, and arts facilities.

6. Many neighborhood park facilities need upgrading if maintenance costs are to be minimized and the parks are to function more effectively.

7. More night-lighted sports fields, swimming pools and gymnasiums are needed if sports programs are to be expanded to accommodate growing demands.

Findings leading to the identification of these issues and the possible impacts are discussed in detail in the Comprehensive Park and Recreation Plan, City of Santa Maria, California, a technical background and action program report prepared in 1982. The foregoing report provides for the Recreation Element background data and analysis of recreation resources, demands, and needs, along with recommendations for improving and expanding the recreation system and services in the Santa Maria/Orcutt study area.

Establishing the System

Policy Statement

Introduction

The following policy statement lists goals, policies and objectives which address the major issues confronting the Santa Maria/Orcutt communities in delivery of recreation and park services. These policies were reviewed and refined by input from the Citizens Advisory Committee, Interagency Coordinating Committee, Recreation and Parks Commission and the Planning Commission.

Philosophy

It is universal practice throughout the world to measure the status of people by the quality of the environment in which they live. The dimensions of this environment include not only all ecological systems, whether natural or man made, but also, a

multitude of social and cultural values--all of which react and interact between and among one another.

Our society has the ability to improve both our physical and our social environments. We can create objects of beauty; we can adapt to adversity; we can innovate and conceive new ideas; and we are gregarious, striving for social acceptance and involvement.

To achieve an acceptable "living" environment within our urban centers, government must establish an ethic that encourages the blending of public open space, public recreation areas, private recreational installations, and a wide variety of public, commercial, and industrial support facilities as integral units of a total plan that relates directly to the living process of people.

Since people respond both mentally and physically to their environment, it is imperative that government extend its efforts to control and enhance urban development in terms of an individual's interaction with people and the effect of the physical surroundings on human potentiality. The objective is to establish an environmental policy that will not force us to abandon growth, but to redirect it. To do so, we must balance economic development with the conservation of physical resources and the provision of social and cultural amenities in such a way as to maintain an acceptable life style that preserves individual dignity and social independence.

This philosophy is based on the belief that we must recast our interpretation of the term "environment" to include more than a three-dimensional spatial concept. Our "living" environment also has spiritual, psychological, social, and economic dimensions. Viewed in this light, the "physical" environment becomes an arena of response to personal and societal needs; and the quality of its setting inordinately influences the achievement of human processes.

The unique role recreation facilities and attractive public developments play in providing a buffer or retreat from the deleterious effects of urban development should be recognized at all government levels. The city should serve as the coordinator of these functions as provided by all jurisdictions within the City of Santa Maria.

The goal is to provide a living environment in human scale that will develop and enhance individuality, encourage involvement, provide for social interaction, and instill a sense of personal pride and identity among all residents of the community.

This plan is submitted as a first step toward achievement of this mission.

Alternatives

The process of determining the type and scale of recreation areas and facilities comprising the future physical recreation system includes:

1. Implementing the planning policies and objectives by applying the standards for the various classifications of recreation units to project the required system.

2. Considering other possible levels of service and required physical areas and facilities as alternative systems.

In this study, several alternatives to the proposed system were identified, considered, and found not acceptable as fulfilling community recreation goals and capabilities. These alternatives were:

1. That the system and service be reduced to only high use areas and popular activities and that low-use neighborhood parks be converted to other public uses or sold for private development.

2. That expansion of the recreation and park facilities system in the city be limited to the local park dedications required in new residential subdivision developments and that in Orcutt, local recreation facilities continue to be limited to school playfields.

3. That the standard for local park space in the study area be doubled from 5 acres/1,000 persons to 10 acres/1,000 persons (an often cited national urban standard) and that planning standards for all recreation facilities also be increased to optimum levels.

Classification System

Introduction

The basic element of the traditional planning function is the classification of areas. The vast majority of classification efforts are agency-oriented, including physical descriptions and broad functional categories as the basis for definition. Classifications are primarily used in the planning process. Their purpose is to assure an equitable distribution of facilities throughout the urban areas. Rarely is it possible to find a particular park area that fits the precise definition of a given classification. As an example, the intended function of a community park may include facilities in three or more different locations, each serving a diverse or separate interest for the same area.

The identification of responsibility and implementation requires classifications based on people-oriented factors such as the numbers of people required to make a special facility meaningful or the attraction capability of a particular recreation experience or physical resource. The size of a specific area or facility has only limited relationship to the service radius from which patronage is drawn. The attraction capability of any particular area or facility is dramatically affected by the quality or uniqueness of design and development. Furthermore, attendance is influenced by the type and variety of programs offered and the operational factors of leadership, employee attitudes and quality of maintenance.

A recreation facility should be designed and programmed to serve the particular needs of a defined segment of the population. These segments may be identified by age, special interests, or combinations thereof. It should be noted that all park areas or facilities will tend to attract from variable publics. Classifications are based on primary intent and service and may have to be adjusted when actual use is evaluated.

Neighborhood Parks

A neighborhood park will usually range in size from 2 to 5 acres. Joint use with adjacent elementary schools is desirable. Recreation facilities should be provided for the specific needs of the neighborhood (3,000 to 5,000 people). Primary emphasis should be directed to segments of the population with mobility restriction. Children

through intermediate school-age and young families or seniors are the primary recipients of this service. Minimum development and facilities should include open lawns, walks or paths, shade and benches, play apparatus, a small recreation activity building, family picnic areas, and game courts. A public restroom is optional. There should be open access to local streets and/or main walkways in greenbelts.

Community-Specialized Facilities

Community-specialized facilities include a variety of elements designed to serve the more sophisticated or restricted recreation interests that require a greater service area to provide relevance and effectiveness to activities. Such facilities in Santa Maria should attract community level patronage, or generally on a 1-1/2 to 2-mile service radius. Units could include community centers to accommodate intermediate social and cultural activities, crafts, community meetings, club meetings, special events, etc.; passive areas for family and group picnics; creative or unusual children's play attractions; gymnasiums for indoor sports, exercise rooms; swimming pools; social service centers; and other special facilities to serve specific interests of the particular area. Specialized facilities may be placed separately or as part of other recreation areas. Community facilities should be located in areas accessible from collector streets and local arterials to limit adverse impact of increased traffic on surrounding residential uses.

Playfields

Normally, playfields are part of the community park service requirements. Because of the extended space requirements and their adaptability to independent or educational multi-use areas, these specialized facilities are identified separately. This category includes all sports fields and specialized court games that serve organized teams or specific sports enthusiasts. Facilities may include field facilities for baseball, softball, youth baseball, soccer, football, tennis, racquetball/handball, and such other specialized facilities as may be warranted. A portion of these facilities must be lighted for extended use to meet the particular needs of the user. Some elementary school playfields, when properly developed, can serve as practice fields or game fields for younger children's programs.

City-wide Special Use Areas

There is a specific need for certain types of specialized activities and interests that will attract patronage citywide. Facilities could include a major social and cultural center to serve performing and visual arts, special social events, seniors programs and major programs. A central facility could also accommodate citywide social service programs. Additional facilities could include a major picnic area; fishing lakes; equestrian trails and facilities; and other highly specialized interests as may be defined. Citywide facilities should be located in areas opening onto and accessible from principal arterials or local arterials and be served by public transportation.

Urban Open Space

Urban open space is any open space, the retention of which would maintain or enhance the aesthetic quality of the community for public benefit. These areas may or may not provide selected recreational potential. It also includes land areas of significant ecological or geological quality preserved to maintain or enhance the value to the public of abutting parks, wildlife sanctuaries, highways or residential areas.

Planning Standards

Purpose

Planning standards for recreation areas are established to articulate general service intent and to set development goals for facilities. Standards provide guidance for the provision of adequate resources within developing areas and help to ascertain priorities for action in urbanized areas. Standards are not a plan of action; they provide the basis and direction from which plans of action can be established.

Two types of standards are presented in this report: one establishes space and facility quantitative requirements to accommodate demand, and the other sets minimum scope and functional quality requirements for the physical development of park facilities.

Standards are developed by forecasting recreation demand in selected interests or activities and translating these projections into a set of facilities or areas that can serve demands in a reasonable manner. Deficiencies in recreation space of facilities can be readily computed by subtracting existing resources from adopted standards. The degree to which standards are achieved is the measure of service to the community.

The demand type standards presented have been developed through a process that includes a detailed assessment of expressed or implied interests; evaluation of current trends and participation rates in a variety of recognized recreation activities; and, a calculation of accommodation requirements giving full consideration to multiple-use and seasonal impacts. Final standards are tempered by an appraisal of existing resources, economic capabilities, and consideration for the intrinsic values of the total urban environment and the proximity of regional areas and facilities.

Only the neighborhood park classification is projected as a composite physical unit with recommended acreage minimums. The rest of the standards reflect individual facility needs to serve specific recreation interests or group activities. Grouping of facilities that serve similar service areas is encouraged where conflicts of use can be minimized.

Evaluation of actual needs should also give some credit for certain types of private recreation areas as provided by developers and maintained by homeowner associations. Credit should be based on the degree to which these facilities meet recognized need and the accessibility and availability of services to surrounding residents.

Location and demand factors are standardized for the purpose of determining facility and area requirements for the typical recreation interests of people. The preservation of natural resources or historical sites, the provision of effective open space and the development of certain types of cultural interest areas; however, cannot be standardized or placed in a category of need. Such areas of facilities are generally not planned or created. Some exist because of climate, geology, topography or landscape cover. Others occur much by accident, incident or circumstances. All should be unique to the particular area and, therefore, cannot appropriately be subjected to demand standards.

Recreation Resources

Existing Resources

Public Parks, Playgrounds and Recreation Facilities

The local park system serving the residents of the Santa Maria/Orcutt planning area is comprised of neighborhood parks, school playfields, community specialized facilities, and citywide or special use areas.

The total number of sites and acres of space in the planning area's inventory of local recreation areas is almost evenly divided between schools and parks. However, while the school sites are fairly well distributed throughout the Santa Maria and Orcutt residential communities, practically all of the supply of local parks is located within the City. This situation clearly reflects Santa Maria's long-standing program to develop a variety of recreation resources to serve its residents, while Santa Barbara County has not made a similar commitment to the Orcutt unincorporated community.

Thirteen of the City-operated local recreation and parks centers provide neighborhood level services; three, Adam, Seniors Center, and Simas are developed as community specialized facilities; and four, Preisker, portions of River Park, Suey, and the softball complex at Waller Park, function as citywide parks and special use areas.

Seven of the City's local parks are located adjacent to school playfields and have been jointly developed as school/parks. Such developments can accommodate both educational and recreational programs, thereby affording opportunities for more efficient use of public resources.

Orcutt's supply of public recreation facilities consists of the Orcutt Recreation Center and the small Cherry Park; however, in the northernmost sector of the community adjacent to the City of Santa Maria is located Waller Park, a County-operated regional facility. This park includes the proposed City of Santa Maria operated softball complex—a citywide special use area.

School playfields of the 16 elementary and four junior high schools located in the study area are heavily used for organized team sports. The gymnasium facilities of Righetti and Santa Maria High Schools are also used for various public sports and recreation activities.

Within the City, school facilities are available for City-operated recreational programs and league competition on a time-available basis. In turn, all city recreation and park facilities are available to school districts for their use also on a time-available basis. At present, about 75 acres of school playfields have been developed and/or used by the City in its recreation programs.

The Allan Hancock College in Santa Maria is a centrally located community college serving the valley. It has approximately 32 acres of sports fields and outdoor facilities, including a pool and a variety of game courts to carry on the physical education programs, as well as indoor facilities for the graphic arts, drama, music, dance, photography, woodworking, and assembly rooms for films and lectures. While these facilities are primarily for the use of the college's full-time students, extension opportunities in cultural and leisure skill development for residents of the City and valley make them available to many more. Extended use of these facilities for regularly scheduled public leisure service activities at non-school use periods, such as weekends, has not been feasible, except for some single occasion special events.

Existing Parks and Recreation Facilities Index

PARKS*

Santa Maria Neighborhood Parks

1. Armstrong (S/P)
2. Atkinson (S/P)
3. Buena Vista
4. Central Plaza
5. Cypress Center
6. Evans
7. Joe White
8. Northwest (unnamed)
9. Oakley (S/P)
10. Rice (S/P)

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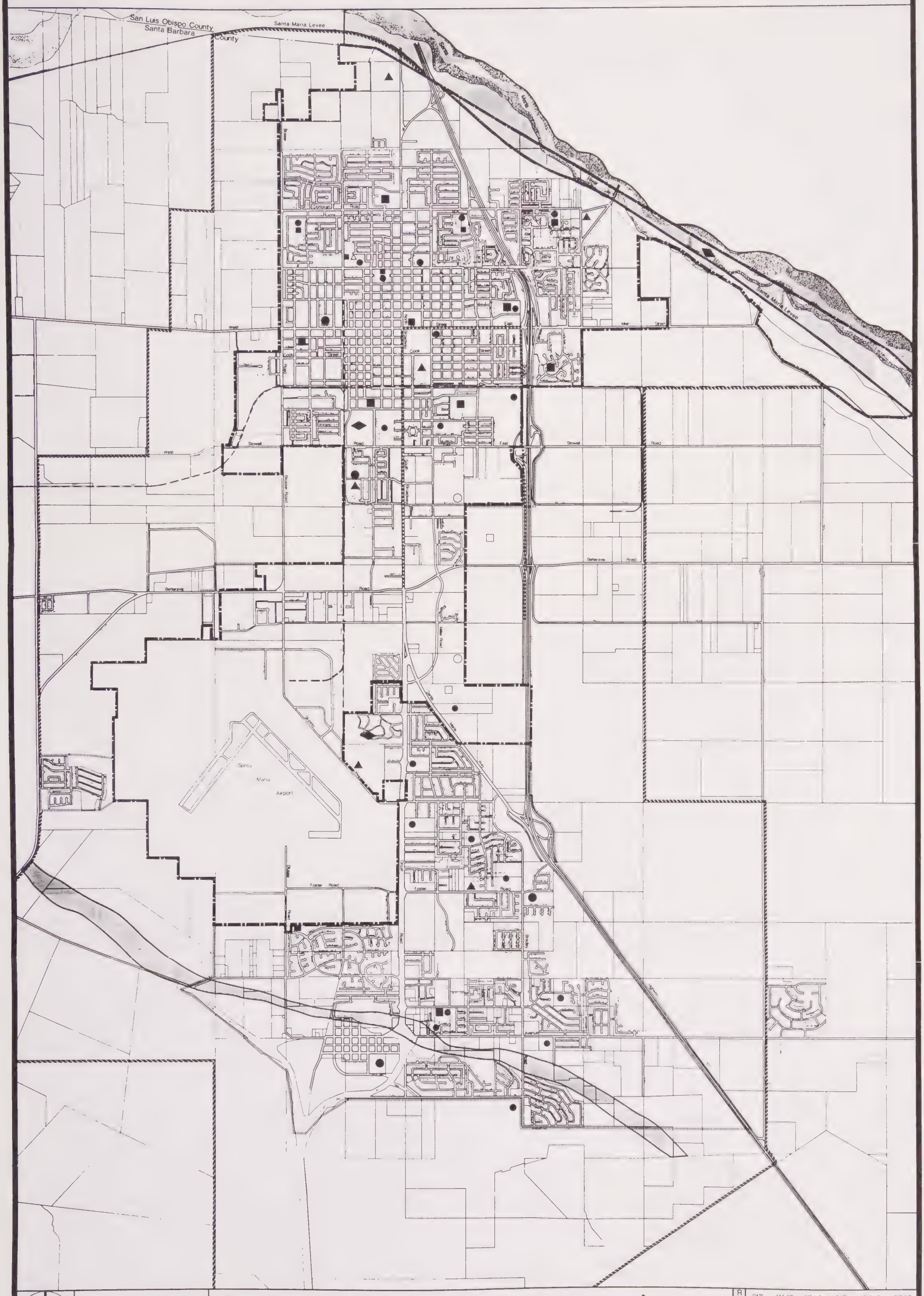
* S/P refers to school-park combination

City of Santa Maria
General Plan

Existing Parks/Recreation/ Open Space

Legend

- City Boundary
- Sphere Of Influence
- Planning Area
- Local Park/Facility
- School Playfield
- Regional Park Facility
- Parkways/Medians
- Natural Water Course Flood Control Areas
- Community Park/Facility



Existing Parks/Recreation/ Open Space

REVISIONS

DATE	FILE NO.	INITIALS	DATE	FILE NO.	INITIALS

FIGURE T-ERME-1

11. Russell
12. Sunrise Hills
13. Tunnel (S/P)
14. Vets Memorial

Orcutt Neighborhood Parks

15. Cherry Street Park

COMMUNITY SPECIALIZED FACILITIES

Santa Maria

16. Adam (S/P)
17. Trefts
18. Simas

Orcutt

19. Orcutt Recreation Center

CITY-WIDE PARKS - SPECIAL USE AREAS

Santa Maria

20. Suey - equestrian
21. Preisker
22. Waller - softball complex
23. River Park - model planes

REGIONAL RECREATION AREAS

Santa Maria

22. Waller Park
23. Santa Maria River Park
24. Fairgrounds

ELEMENTARY SCHOOLS

Santa Maria

16. Adam (S/P)
25. Alvin
26. Fairlawn
27. Miller
9. Oakley (S/P)
10. Rice (S/P)
13. Tunnell (S/P)

Orcutt

28. Arrellones
29. Dunlap (S/P)

30. Grishma (S/P)
31. Nightingale
32. Patterson (S/P)
33. Pine Grove
34. Shaw

JUNIOR HIGH SCHOOLS

Santa Maria

1. Fesler (S/P)
35. El Camino

Orcutt

36. Lakeview (S/P)
37. Orcutt

HIGH SCHOOLS

Santa Maria

38. Santa Maria

Orcutt

39. Delta
40. Righetti

COLLEGES

Santa Maria

41. Hancock Junior College

Private Facilities

The area has a wide variety of over 45 private facilities where recreational activities and entertainment attractions are made available to members, clients or the general public. The types of facilities include clubhouses, golf courses, fitness centers, gyms, studios, bowling alleys, theatres, halls and grounds.

Operation of private facilities can generally be divided into profit-making or commercial enterprises and non-profit organizations such as churches, fraternal groups, community service agencies and sports clubs.

The non-profit group most typically provides facilities which are an alternative to those of public agencies. Facilities for these groups are usually developed to

accommodate membership meetings, social events or recreation activities. There are four church-operated schools within the planning area where facilities are not generally available for public use except for admission to some special events such as carnivals or sports events.

Currently, commercial facilities for special programs such as physical fitness, bowling, theatres, or other entertainment establishments typify the private commercial resources group.

Most private facilities provide social or recreation opportunities not available through public programs. Care is taken by public agencies to not duplicate, but to complement, private resources and thereby increase the scope of recreational opportunities in the community.

Historical Sites

Historical landmark structures or grounds, in addition to their intrinsic educational values, can also add to recreational experiences when properly related to a park or recreation facility.

Santa Maria is fortunate that a number of historical facilities have been identified and preserved in the City and in surrounding communities, by City, County and state agencies. Appropriately, Buena Vista Park, the City's first park, is one of four dedicated landmarks in Santa Maria. Many of the historical sites in the surrounding communities are readily accessible to Santa Maria area residents, i.e., La Purisma Mission in Lompoc.

Regional Recreation Areas

Major recreation areas or specialized facilities that offer opportunities for recreation experiences not available in local park and recreation areas are typically defined as regional recreation areas. The willingness of users to travel an hour or more and spend at least a half day to enjoy such special attractions is another criteria of regional recreation resources.

The Santa Maria area is fortunate to have good access to both coastal and mountainous regions which currently support a variety of outdoor regional recreation areas and facilities. In 20 minutes to an hour, residents may enjoy the seasonal leisure pursuits of picnicking, camping, hiking, riding, fishing, boating, surfing, swimming and sunbathing. Within 30 miles, there are the Los Padres National Forest and State and County parks and recreational open spaces containing over 35 major recreation areas, including 9 beach parks, a coastal small boat harbor, 4 inland lakes (includes 1 undeveloped reservoir) offering extensive water recreation attractions and outdoor living opportunities, 7 regional parks and specialized facilities such as Santa Maria Fairgrounds, La Purisma Mission, Guadalupe Dunes and several golf courses.

Within the study area, there are 4 regional recreation areas including the largely undeveloped Santa Maria River Park, Waller Park, Santa Maria Fairgrounds and the equestrian center at Suey Park.

These nearby regional recreation areas as well as other similar attractions at greater distances are significant additions to the local recreation opportunities, but they are not a substitute for the periodic or even daily short-term recreation experiences which the local park and recreation system is designed to serve. The two systems are complementary in fulfilling the spectrum of recreation interest found in most urban areas.

Geographic Distribution of Resources

The distribution of recreational resources and the pattern of residential development in the planning area is illustrated by the map entitled Existing Park and Recreation Facilities, following page T-ERME.55. As well as giving general locations of the recreational resources, this map also identifies the general type of resources and their names.

An examination of the local park and school site locations on the map indicates that the residential communities of the City have good access to local public recreation resources. Most City residents live within one-half mile of one or more of these facilities. In the Orcutt area, school sites are fairly well distributed throughout the residential communities they serve, but as previously noted, there are just two small

local public recreation facilities which limits most local recreation opportunities to activities at the accessible school playfields.

Space Summary Analysis

Currently there are 171 acres of local parks and recreation facilities space within the study area. School playfields of 155 acres bring the total local recreation space to 326 acres. This information was excerpted from data included in the Santa Maria Comprehensive Park and Recreation Plan report of 1982, and was updated from record files of the Santa Maria Department of Recreation and Parks. See Table T-ERME-13 , Recreation Space Acreage, for summary.

Using the City's available local recreation space as a measure of service potential to the residents, there is slightly over 5 acres of local recreation space per 1,000 persons.[1] The ratio in Orcutt on the same basis is 2.8 acres per 1,000 persons[1] where the available space is made up almost entirely of school playfields. The City's ratio is very close to its adopted local park standard of 5 acres per 1,000 persons, but the ratio in the Orcutt unincorporated community is far below the County of Santa Barbara's standard of 4.7 acres per 1,000 persons. The overall ratio within the study area is approximately 4.2 acres per thousand.

1 Using 1985 population estimates from Forecast '85, Santa Maria/Orcutt Area. 1980-1990 Population, Employment Housing and Land Use.

TABLE T-ERME-13

RECREATION SPACE ACREAGE-SANTA MARIA STUDY AREAS

	Santa Maria	Orcutt	Study Area
Public Resources			
Local Park/Facilities	169	2	171
School Playfields[1]	75	80	155
Total Local	244	82	326
Regional Parks/Facilities			485
Total Public Recreation Space			811
Private Resources			
Santa Maria Country Club, Foxenwood Recreation Center, and four private school playfields			174

Summary of Recreation Space Acreage

Public	811
Private	174
Total	985

Source: Santa Maria Comprehensive Park and Recreation Plan, 1982 updated.

While adequate usable space is a critical component in the delivery of recreation services, it must be considered in context with other components such as accessibility, development of suitable facilities and grounds, maintenance, operations, and programming to assure effective recreation opportunities. Using park planning ratio standards as a measurement of adequacy has a tendency to overestimate the availability and usability of public lands as an end rather than the means to provide adequate recreation services. To mitigate against these tendencies a more comprehensive standards system must be established that assures satisfaction

1 Note: Using 1985 population estimates from Forecast '85, Santa Maria/Orcutt Area 1980-1990 Population, Employment Housing and Land Use. Assumes that a maximum 60 percent of school open space acreage is usable for public recreation.

of recreation demand by projecting types of facilities as well as space required to accommodate the activities that serve the interests and preferences of people.

Recreation and Park Facility Needs

Projecting a recreation and park system to adequately meet the needs of the future in a challenge in this era of changing direction. In the absence of a crystal ball, we are limited to the process of applying the planning standards to the known and anticipated population to determine the scale and scope of the required system. Obviously, the full and effective use of all existing resources is an important first concern, but an equally important concern is to determine existing and future deficiencies and devise strategies to fill these unmet needs.

Deficiencies of space and facilities have been projected for the City of Santa Maria, Orcutt and the study area (Table T-ERME-14) The projections presented in the following tables are based on the best available for 1985, population estimates and future population forecasts for 1995, using the previously presented planning standards. Symbols for jurisdictions in Table T-ERME-14 are as follows:

- L = Lighted
- SM = City of Santa Maria
- ORC = Orcutt
- SA = Study Area

TABLE T-ERME-14

FACILITY STANDARDS

Facility Classification	Stands, Units/ 1,000 Persons	Jurisdiction	Existing Units	Deficiencies[a] 1986	1989	1992	1995
1. Neighborhood Parks	1 unit/3-5,000	SM	11	0	1	2	3
		ORC	2	4	5	6	7
		SA	13	4	6	8	10
2. Playfields	1 unit/6,000	SM	9[b]	0	1	1	1
a. Youth Softball		ORC	5[b]	0	0	0	1
		SA	14	0	1	1	2
b. Adult Softball	1 unit/10,000	SM	3L[b]	1L	1L	2L	3L
		ORC	0	2L	2L	3L	4L
		SA	3L	3L	3L	5L	7L
c. Regulation Baseball Lighted (L)	1 unit/30,000 50%	SM	3[c]	0	0	0	0
			1L	0	0	0	1L
		ORC	4[c]	0	0	0	0
			OL	1L	1L	1L	1L
		SA	7	0	0	0	0
			1L	1L	1L	1L	1L
d. Soccer Fields	1 unit/5,000	SM	9[b]	1	1	1	1
		ORC	8	0	0	0	0
		SA	17	1	1	1	1
e. Football Fields Lighted (L)	1 unit/50,000 50%	SM	2[b]	0	0	0	1
			1L	0	0	0	1L
		ORC	1[b]	0	0	0	0
			1L	0	0	0	0
		SA	3	0	0	0	1
			1L	0	0	0	1L
f. Tennis Courts Lighted (L)	1 unit/2,000 60%	SM	22	0	0	0	0
			16L	0	0	0	0
		ORC	24	0	0	0	0
			12L	0	0	0	0
		SA	46	0	0	0	0
			28L	0	0	0	0
g. Handball/Raquetball Lighted (L)	1 unit/3,000 60%	SM	32	0	0	0	0
			10L	0L	0L	1L	2L
		ORC	10	0	0	0	0
			0L	0L	2L	3L	3L
		SA	42	0	0	0	0
			10L	0L	2L	4L	5L
3. Community Center Building	1 unit/25,000	SM	2	0	1	1	1
		ORC	1	0	1	1	1
		SA	3	0	2	2	2

TABLE T-ERME-14 (continued)

Facility Classification	Stands, Units/ 1,000 Persons	Jurisdiction	Existing Units	Deficiencies[a] 1986	1989	1992	1995
4. Senior's Center	1 unit/50,000	SM	1	0	0	0	0
		ORC	0	0	1	1	1
		SA	1	0	1	1	1
5. Social/Cultural Center	1 unit/75,000	SA	1	0	0	0	0
6. Performing Arts Center	1 unit/75,000	SA	1[c]	0	0	1	1
7. Visual Arts Center	1 unit/50,000	SA	0	0	0	0	1
8. Gymnasiums	1 unit/25,000	SM	5[c]	0	1	1	1
		ORC	3	0	1	1	1
		SA	5	0	1	1	2
9. Community Swimming Pool	1 unit/20,000	SM	1	1	1	1	2
		ORC	1[c]	0	1	1	1
		SA	1	1	2	2	3
10. Aquatic Center	1 unit/50,000	SA	1	0	1	1	1

Code: L = Lighted; SM = City of Santa Maria; ORC = Orcutt; SA = Study Areas.

a Forecast '85, Santa Maria/Orcutt Area 1985-1995 Population, Employment, Housing and Land Us
Deficiencies are computed based on population projections contained in the above document.

b Existing units of sports fields and courts include only those facilities from the total inventory whi
are of the size and level of development to satisfactorily accommodate league or tournament play

c Existing facilities are either all or partially owned and operated by other agencies and are n
available for public recreation purposes on a full-time basis. Deficiencies are computer based
the estimated availability of existing units.

Surveys of recreation interest, activities and trends support a wide spectrum of facility and site needs within the Santa Maria/Orcutt study area. Results of applying the element's space and facility planning standards to determine the amount of expansion of the system necessary to accommodate current and future populations indicate a broad range of buildings, pools, and improved sports facilities will probably be needed over the next ten years.

Land will be required to accommodate this expansion, but existing park resources

Overall, the projected land requirements for local parks in the study area for the next ten years should be about 150 acres of usable space. About 60 percent, or 90 acres of this space will be required for new growth and the remaining 40 percent, or 60 acres are needed to meet current deficiencies. While school playfields, when properly developed, can fill in for some deficiencies, they are not suitable as a total substitute for all local park space.

Fortuitously, Orcutt, the area of greatest deficiencies, is also the area with the best potential of vacant lands and unused park space to accommodate unmet needs. In Orcutt, there is a need for a centrally located community park and three of four neighborhood park sites as growth occurs. The smaller neighborhood park sites should be distributed throughout the area for more convenient access by residents young and old with limited transportation means.

Existing park resources offer some variety and are fairly well distributed throughout the northern sector of the study area; however, these resources do not adequately serve the specialized recreation activities of a major section of the study area. The upgrading and expansion of the recreation building at Atkinson Park to provide community level services appears to be a more judicious use of existing resources and would in part fill a void of community facilities in the northern sector.

There is a major deficiency within the study area for night lighted adult softball facilities, swimming facilities and community centers to serve the social and cultural interests of the residents. Survey results and citizen meetings portray an exceptionally strong interest in the performing and visual arts and related social activities. Current demand upon school facilities for performing arts is substantial and encumbered by heavy school schedules.

The recreation system map delineates the location and distribution of proposed and existing recreation and park open spaces for the study area. It also shows the related linear recreation systems, i.e., bikeway, trails, and scenic highways from other elements of the City's General Plan or background studies. The map is an extension in diagram form of the written policies contained in the plan. It is intended to serve as a general guide in selecting future sites to accommodate the park space and facilities deficiencies projected in the Park and Facilities Needs section of this Element.

The Recreation Element anticipates the expansion of the recreation and park system in Santa Maria/Orcutt to accommodate existing and proposed urban growth. The rate of expansion should be keyed to population and housing growth rate projections for the area and priority given to reducing current deficiencies.

Impacts from expanding the system by 185 acres over the next ten years will be minor, being principally the conversion of vacant agricultural or natural conservation lands to recreation open spaces with the cumulative effects of recreational activities.

Policies of the proposed plan are designed to develop a balanced recreation system to serve urban growth but not to be growth inducing. The plan policies are intended to reduce adverse impacts through sensitive planning and implementation programs which preserve, conserve and enhance the recreation, park, and open space resources of the area.

Specific impacts of individual projects as they are identified will be assessed in separate, detailed evaluations according to adopted environmental reporting procedures. For example, the night lighting of sports fields will increase the use of a facility and may cause adverse environmental impacts of noise, traffic, and light spillage to the surrounding area, but the degree of impact will vary significantly from site to site, depending on the terrain, existing trees or visual screens, access to arterial streets, adjacent land uses, parking locations and mode of operation. Every effort to mitigate these impacts through judicious selection of sites and their sensitive development is essential to the system's effective operation.

An environmental impact index of references in the General Plan and Recreation Element pertinent to the nature of this project, the environmental setting, impacts and mitigation measures, consequences of plan adoption, and alternative recreation systems considered, is presented in the following cover sheet section.

SANTA MARIA RECREATION ELEMENT
ENVIRONMENTAL IMPACTS INDEX

(Cover Sheet of Pertinent References in the General Plan and Proposed Recreation Element)

		Reference	Page
1.	The Project		
	1.1 Description - Study Purpose	RE	1
	1.2 Approach This environmental impact index was prepared in accordance with State Guidelines for the Implementation of the California Environmental Quality Act of 1970. The program covered is an amended recreation element of the General Plan - City of Santa Maria, California.		
	This environmental impact index draws heavily on impact assessments pertinent to recreation resources in other elements of the general plan, particularly the ERME. The proposed recreation element is a policy document and does not identify specify development or construction projects.	RE	1
	1.3 Organization of Materials Materials are organized in four sections. The first is a brief description of the program; the second utilizes an environmental matrix which addresses setting, impacts and mitigation measures associated with specific subject areas of the natural and human environments; the third addresses the consequences of plan adoption and the fourth discusses alternatives.		
	1.4 Impact Summary	RE	50
2.	Environmental Matrix (Setting, Impacts and Mitigation)		
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2.21 Development Standards	RE	17
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2.30 Trails	SBCCPRE	99
3. Consequences of Plan Adoption		
3.1 Significant Environmental Effects Which Cannot be Avoided.	RE	50
3.2 Short versus Long-Term Productivity Using the land resources needed for system for other urban purposes would significantly lessen the quality of the living environment-policies.	RE	50
3.3 Non-Significant Irreversible Changes The plan is a policy statement with no direct physical impact. Individual sites and facilities will be specifically evaluated as programs are defined.	RE	50
3.4 Growth-Inducing Impacts The proposed system is designed to serve urban growth and expansion as it occurs and will not in itself create or accelerate growth	RE	50
4 Alternatives	RE	13

ABBREVIATIONS:

CE	Circulation Element
ERME	Environmental Resource Management Element
LUE	Land Use Element
RE	Recreation Element
SBCCPRE	Santa Barbara County Comprehensive Plan Recreation Element

City of Santa Maria



General Plan

Environmental Impact Report

sch 85092510

Michael Brandman Associates

FINAL ENVIRONMENTAL IMPACT REPORT OF THE HOUSING, NOISE AND SAFETY ELEMENT FOR THE SANTA MARIA GENERAL PLAN (E-85-52 AND GP-85-5)

SCH 385092510

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April 21, 1987

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1.0 INTRODUCTION

1.1 PURPOSE

The following EIR has been prepared for the draft update of three elements of the City of Santa Maria General Plan. The updated draft elements are: Seismic Safety and Safety, Noise and Housing. In addition to these three draft elements, existing elements of the city's General Plan have been reformatted: Land Use, Housing and Environmental Resources. The reformat is to ensure a consistent style, format and layout for all elements of the General Plan.

The requirement to prepare a General Plan is specified in the State Planning and Zoning Law (Government Code Sections 65000 et seq.), and the requirement to prepare a General Plan EIR is specified in the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.). The EIR and the plan are separate; therefore, certification of this EIR for the proposed Housing, Noise and Seismic Safety and Safety Elements and the adoption of the General Plan are two legally distinct actions. Despite the legal distinction, the close relationship between the General Plan and EIR suggests combining the two processes.

The State of California "General Plan Guidelines" prepared by the Office of Planning and Research provide a clarification of this interrelationship: "Although a General Plan and an EIR on a General Plan are legally distinct, they overlap extensively; they must address many of the same concerns and the processes for preparing them are very similar. A thorough process for preparing or revising an entire General Plan will cover virtually every substantive requirement of an EIR. For this reason, environmental review should be an integral part of preparing or revising a General Plan, not an after-the-fact exercise. To save time and costs, local governments should also consider combining the General Plan EIR with the General Plan itself, designing the General Plan EIR so it can be used to review subsequent projects, and to prepare a master environmental assessment in conjunction with the General Plan."[1] This combined approach has been selected for the City of Santa Maria General Plan program.

---

1 California Environmental Quality Act, Laws and Guidelines 1984.

1.2 EIR FOCUS AND EFFECTS FOUND NOT TO BE SIGNIFICANT

An Initial Study, as required by CEQA, was completed for the General Plan Update, and identified those environmental issues which would, or could, be significantly impacted by the project and secondly, those which would not be impacted.

Environmental elements which would not be significantly impacted by the proposed project, and therefore, would not require evaluation in the EIR, per Section 15063(c) of the State CEQA Guidelines (as amended) were identified by the city as follows:

Earth — The City of Santa Maria is situated in the Santa Maria Valley which is relatively flat. The city does not have any unique geologic features that could affect future development in the area.

Flooding — Future development in the City of Santa Maria would not change or alter the course or direction of water movements or flood waters to expose people or property to any such related hazards.

Plant Life — Although future developments in the city may necessitate the removal of existing plant life, no unique or endangered species of the plant life are likely to be removed.

Animal Life — No impacts related to the change in diversity or number of species nor introduction of new species are anticipated to result from the adoption of the three elements. Further, no significant adverse impacts are expected to occur in regard to deterioration of fish or wildlife habitat.

Noise — No impacts related to increasing noise levels is anticipated to result from the adoption of the draft elements.

Risk of Upset — No impacts related to explosions or the release of hazardous substances are expected to occur as a result of the adoption of the three updated elements of the General Plan.

Transportation and Circulation — Further development will not increase the average daily trips generated to city; however, this project (adoption of the draft Housing, Safety or Noise Elements) will not result in altering present patterns of circulation.

Light and Glare — Future development would increase the amount of artificial lighting; however, the low intensity nature of any lighting anticipated is not expected to significantly impact the surrounding land uses.

Human Health — The three proposed elements to the General Plan are not anticipated to create any health hazard, potential health hazards nor is it expected to expose potential residents to health hazards.

Aesthetics — The three proposed elements to the General Plan are not expected to significantly alter existing views or view potential beyond what would occur under the existing General Plan.

Cultural Resources — The three proposed elements to the General Plan are not expected to affect any cultural resources identified in the City of Santa Maria.

Environmental issues which could be significantly impacted by the proposed General Plan include air quality, land use, population and housing, and public facilities and services (e.g., water and wastewater service).

1.3 EIR PARTICIPANTS

This analysis in this EIR has been prepared in conformance with the CEQA and the state CEQA guidelines (as amended). The City of Santa Maria is the lead agency for the EIR and the environmental consultation for the EIR has been provided by Michael Brandman Associates, Inc.

2.0 SUMMARY OF IMPACTS

2.1 PROPOSED PROJECT

The project is the adoption by the City of Santa Maria of three updated elements of the city's General Plan: Housing, Safety and Noise. No other element of the existing General Plan is proposed to be amended at this time. (Note: The other elements of the General Plan - Land Use, Circulation and Environmental Resource Management (Open Space, Conservation and Scenic Highways) - are reformatted to ensure internal consistency in style and layout between all elements.)

The General Plan represents the desire of the City of Santa Maria to take advantage of development potentials and to cope with the complex dynamics of long-range city growth. The General Plan is designed to guide future development in Santa Maria in a desirable and efficient manner to provide a basis for public decisions regarding the development of community resources, the expenditure of public funds and the allocation of land for various purposes. The General Plan is essentially a statement of public policy.

2.2 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, ALTERNATIVES AND GENERAL PLAN CONSISTENCY

In accordance with Santa Barbara County's "Guidelines for Implementing CEQA," the summary table that follows identifies significant impacts of the Housing, Noise and Safety Elements of the Santa Maria General Plan. The summary table provides Class I, Class II, Class III and Class IV impacts as defined below:

1. Class I Impacts: Significant unavoidable adverse impacts for which a "statement of overriding considerations" must be prepared by the lead agency.

2. Class II Impacts: Significant adverse environmental impacts that can be mitigated to a level of insignificance.

3. Class III Impacts: Insignificant impacts.

4. Class IV Impacts: Beneficial impacts.

SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, ALTERNATIVES AND GENERAL PLAN CONSISTENCY

I. PROJECT SPECIFIC AND

II. CUMULATIVE PROJECT IMPACTS

DESCRIPTION OF IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
A. CLASS I - SIGNIFICANT UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS of the project of which the decision maker must issue a "statement of overriding considerations" under Section 15093 of the State CEQA Guidelines (as amended) if the project is approved.		
There are no Class I significant unavoidable adverse impacts associated with the adoption of the three Draft General Plan elements.		
B. CLASS II - SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS THAT CAN BE FEASIBLY MITIGATED OR AVOIDED, for which the decision maker must make "findings" under Section 15091 of the State CEQA Guidelines.		
Air Quality		
As the city continues to grow, impact to the ambient air environment would occur from stationary source emissions (i.e., short-term construction activity).	Standard watering techniques can be used to control dust emissions during construction activities.	Not significant.
C. CLASS III - IMPACTS FOUND NOT TO BE SIGNIFICANT		
Fire Protection		
Adoption and implementation of the three draft elements to the city's General Plan would not result in any significant adverse impacts related to fire protection. The three proposed elements - Housing, Noise, Safety - would not change existing land use policies. As the city continues to grow, additional firefighters, equipment and facilities would be needed.	The proposed policies of the Seismic Safety and Safety Element would ensure the maintenance of existing local and interregional fire protection measures. To minimize the risks and reduce the loss of life, the city should establish a schedule by which they would periodically review and upgrade the enforcement of safety standards.	Not significant.

DESCRIPTION OF IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
Fire Protection (continued)	The Fire Department should establish and maintain an inspection program to identify fire hazards within its jurisdiction.	
Police Protection		
Adoption and implementation of the three draft elements to the city's General Plan would not result in any significant adverse impacts related to police protection. The three proposed elements - Housing, Noise, Safety - would not change existing land use policies. As the city continues to grow, the number of police officers, equipment and office space would increase.	Maintain existing and establish new mutual aid protection agreements with adjacent counties and communities. The city's Emergency Plan should be updated periodically and emergency simulation should continue and be expanded.	Not significant.
Public Schools		
Adoption and implementation of the three draft elements to the city's General Plan would not result in any direct impact on the city's public school system. The three proposed elements - Housing, Noise, Safety - would not change the existing land uses.	No significant impacts are anticipated to occur from the adoption of the three draft elements; however, the following mitigation measures are recommended. The city should collect a developer fee prior to any issuance of building permits for all residential projects. Individual developments would be responsible to pay their proportionate share to help supplement expenses that school districts incur from additional students.	Not significant.
Water Resources		
Water quality and availablility is an existing problem in the City of Santa Maria, however the adoption and implementation of the three draft elements would not result in any direct impacts to water because there would be no change to the existing land use policies.	No significant impacts are anticipated to occur from adoption of the three draft elements; however, the following mitigation measures are recommended. All plumbing fixtures used in proposed developments would be of a low flow nature and all landscaping would be of a low water demand and drought-resistant in nature.	Not significant.

DESCRIPTION OF IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
Water Resources (continued)	The city and other governmental agencies should explore new sources of water like developing spreading basins in the Santa Maria River, developing a "grey water" reclamation and distribution system, controlling groundwater withdrawals and the importation of state water.	
Wastewater Services		
Adoption and implementation of the three draft elements to the city's General Plan would not increase the population beyond that anticipated in the city's existing General Plan. Therefore, there would not be any direct impacts to wastewater services.	No significant impacts are anticipated to occur from the adoption of the three draft elements; however, the following mitigation measures are recommended. The city should require additional water user fees to be designed for the development of additional water supply or for water quality improvement projects. The city should establish a pattern of residential densities which do not overburden the sewerage or drainage systems.	Not significant.
Storm Water Discharge		
A small portion of the city is along the Santa Maria River which is located in the 100-year flood plain, however the levee constructed by the U.S. Army Corps of Engineers minimizes the danger associated with a flood.	Previous flood control projects have minimized the flood hazards in the area of the city that are adjacent to the Santa Maria River, however, the following mitigation measures are recommended. The city should discourage facilities from locating within the 100-year flood plain.	Not significant.

DESCRIPTION OF IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
Solid Waste Disposal		
Adoption and implementation of the three draft elements to the city's General Plan would not result in an increase in impacts beyond those anticipated from development consistent with the existing General Plan.	No significant impacts are anticipated from the adoption of the three draft elements, however, the following mitigation measures are recommended. The city and county should cooperatively explore the potential for a future resource recovery or waste to energy facility to increase the lifespan of the Santa Maria Landfill. The city should explore the potential of establishing scrap metal recycling operations and assist recycling organizations to locate drop-off facilities in areas most conducive to materials collections.	Not significant.
Parks and Recreation		
Adoption and implementation of the three draft elements to the city's General Plan would not result in an increase in impacts beyond those anticipated from development consistent with the existing General Plan.	No significant impacts are anticipated to occur as a result of adoption and implementation of the three draft elements to the General Plan; therefore, no mitigation measures are necessary.	Not significant.
D. CLASS IV - BENEFCIAL PROJECT IMPACTS		
Population and Housing		
While the three draft elements of the city's General Plan propose an approximate population increase of approximately 18,000 persons by the year 2000, there are no adverse environmental impacts anticipated regarding the location, distribution and density of population and housing.	The adoption and implementation of the three draft elements would not result in any significant environmental impacts. As growth occurs within the city, affordable housing units would increase and benefit the regional housing market.	Beneficial.

III. PROJECT ALTERNATIVES

PROJECT ALTERNATIVES - Alternative development concepts analyzed in this EIR include only the "No Project" alternative.

Environmentally Superior Alternative - The proposed project is the only environmentally superior development option. The "No Project" alternative which is the currently adopted General Plan, is not feasible because the plan is at least 5 years old and no longer reflects the growth patterns of the city.

IV. CONSISTENCY OF PROPOSED PROJECT WITH THE SANTA BARBARA COUNTY COMPREHENSIVE PLAN

Consistency of Proposed Project with Comprehensive Plan

The adoption and implementation of the three draft elements represent a portion of the city's General Plan. The city's General Plan element pertains only to land within the City of Santa Maria, Sphere of Influence and the Urban Boundary Line. Portions of Santa Barbara County could possibly be annexed into the City of Santa Maria's jurisdiction. The Santa Maria General Plan adopted Land Use Element includes proposed land uses for areas that may be subject to future annexation to the city. Therefore, implementation of the General Plan (including the adopted and the three proposed elements) may place parcels of land outside of Santa Barbara County's jurisdiction.

3.0 PROJECT DESCRIPTION

3.1 LOCATION

Regionally, the City of Santa Maria is located 65 miles northwest of the City of Santa Barbara and 30 miles south of the City of San Luis Obispo, as illustrated in Exhibit 1. The city is bounded by unincorporated areas of Santa Barbara County to the west and east, the Santa Maria River to the north and the community of Orcutt to the south.

The City of Santa Maria is located in the northwesterly portion of Santa Barbara County and is situated in the Santa Maria Valley. The Santa Maria Valley parallels the Los Padres National Forest and has an average width of five miles.

The city is bisected by U.S. 101, a four-lane freeway. U.S. 101 serves as the main coastal artery for major cities located on the west coast. Urban development is confined mainly within the Santa Maria city limits and several neighborhoods within the county. The area surrounding the city remains predominantly agricultural (Exhibit 2).

3.2 PROJECT DESCRIPTION

The project involves the update and reformat of the General Plan for the City of Santa Maria. Three elements are being updated and reformatted and three elements are being reformatted. In total, the Santa Maria General Plan includes the following six elements:

- Land Use (reformatted)
- Circulation (reformatted)
- Housing (updated)
- Safety and Seismic Safety, combining the Safety Element required by the state with Seismic Safety) (updated)



Michael Brandman Associates

Regional Location Map

CITY OF SANTA MARIA

North

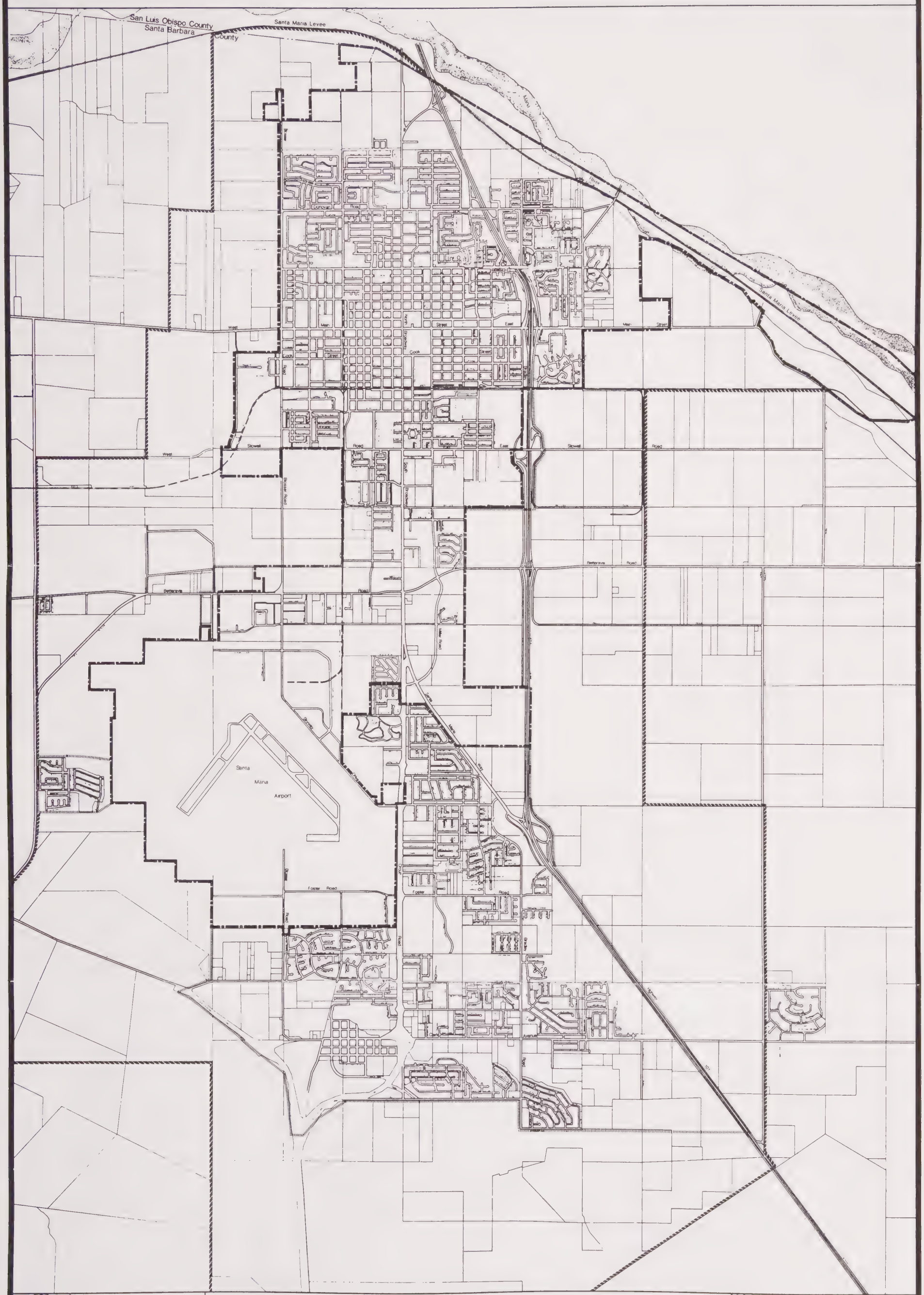
0 4 8 MILES

EXHIBIT 1

City of Santa Maria General Plan

Legend

- City Boundary
- Sphere Of Influence
- Planning Area



Vicinity Map

1000 2000 4000

REVISIONS	DATE	FILE NO	INITIALS	DATE	FILE NO	INITIALS

EXHIBIT 2

- Noise (updated)
- Environmental Resources Management Element, comprising two elements required by the state: Open space and Conservation (reformatted), including Energy, Urban Strategy, Recreation and Scenic Highways.

Each element contains numerous sections which include an introduction, findings, goals, policies, objectives and programs. A Technical Appendix is provided at the end of the General Plan document and contains technical information for each element.

The city's adopted General Plan Land Use Element provides land use classifications for the entire planning area. The approximate acreage for each zoning district is as follows:

TABLE 1

APPROXIMATE ACREAGE BY ZONING DISTRICT[1]

Zone	Acreage	Percent of Total
Residential	2,700	29%
Commercial	770	8%
Industrial	1,990	21%
Public Facility	395	4%
Open Space	2,570	28%
Airport Service	885	10%
Total	9,310	100%

3.3 PROJECT OBJECTIVES AND DISCRETIONARY ACTIONS

The three draft elements -- Housing, Noise, Safety -- of the General Plan set forth the best possible association of uses and activities that appear to be appropriate to a community such as Santa Maria. The draft elements are consistent with existing General Plan elements.

1 Derived from the Housing Element, Table 1.

The Santa Maria General Plan update, including the reformatted elements and the three draft elements, has been prepared based on an analysis by city staff and consultants. This draft EIR evaluates the only proposed General Plan updates. As part of the final adoption of the proposed updated General Plan elements, the city's Planning Commission and City Council will conduct public hearings. Public review of this draft EIR will be concurrent with public hearings on the three draft elements to the General Plan.

4.0 ENVIRONMENTAL SETTING, IMPACTS, MITIGATION MEASURES, UNAVOIDABLE IMPACTS AND CUMULATIVE IMPACTS

4.1 AIR QUALITY

Existing Conditions

The City of Santa Maria is located in the south central coast air basin which is under the jurisdiction of the Santa Barbara County Air Pollution Control District (APCD) and the Santa Barbara County Office of Air Quality Planning.

The air quality of an area is a function of the primary and secondary pollutants, the existing regional ambient air quality and the topographical and meteorological factors influencing the transport of pollutants. Primary pollutants are emitted directly from a source into the atmosphere and include carbon monoxide (CO), oxides of nitrogen (NOx), reactive organic compounds (ROC), nitrogen dioxide (NO_2), sulfur dioxide (SO_2) and particulates. Secondary pollutants are created by atmospheric, chemical and photochemical reactions (often involving primary pollutants). Examples of secondary pollutants include oxidants, primary ozone (O_3) and sulfate particulates.

Climate and Meteorology

The study area climate is described as Mediterranean or dry subtropical. Average annual temperature difference is 28°F, ranging from an average minimum of 44°F in January to an average maximum of 72°F in September. Mean annual precipitation

averages about 14 inches, most of which occurs between November and April. Seasonal climate differences are of a sufficient degree to result in greater air pollution during the months of May through October.

Large-scale meteorological factors over the Pacific Ocean and the continent affect the dispersion of air pollutants in the area. From April through October, daytime westerly winds predominate. There is a tendency for winds to reverse and move offshore from early nighttime to morning, then turn onshore again. From October through March, higher speed, northeasterly winds are typical and generally have a cleansing effect on the basin.
On days of light wind speeds, the dilution of air contaminants is generally slow. The vertical dispersion of air contaminants is frequently limited by the presence of a persistent thermal inversion between the ground level and approximately 1,500 feet (a thermal inversion is an atmospheric layer exhibiting a sudden rise in temperature with increasing height above the ground).

A thermal inversion generally traps vertical air movement, preventing it from mixing upward and dispersing. The distance from the ground surface to the bottom of the lowest inversion layer is called the "mixing height." This height frequently increases vertically during the day. Winter inversions often break-up completely by mid-morning. Summer inversions often break-up in the afternoon. This phenomenon, together with the arrival of the sea breeze front, sometimes results in a sudden clearing up of visible smog during summer afternoons in the coastal areas.

Most air pollutants are released near the ground surface and mix upward as far as the mixing height will allow. A combination of a low inversion and low wind speed results in the least dilution and greatest concentrations of air contaminants. Air pollution levels are lowest when there is no inversion and moderate to strong wind speeds (10 mph or more) are prevalent.

These atmospheric conditions usually follow a daily and seasonal pattern. Pollutant concentrations of carbon monoxide and nitrogen oxides are usually higher during the night and early morning hours. Photochemical smog (ozone, etc.) is the principal concern during summer and early fall due to greater solar intensity and a low mixing height level. Ozone levels are at their lowest during winter months due to an increased mixing height during the hours of strong sunlight.

Ambient Air Quality

Ambient air quality is described in relation to state and federal standards which have been adopted to protect public health with a margin of safety (see Table 2). In addition to ambient standards, California has adopted episode criteria for oxidants, carbon monoxide, sulfur dioxide, nitrogen dioxide and particulate matter. The episode levels represent short-term exposures at which public health is actually threatened. State standards are more stringent than federal standards, thus, any time the state pollutant standard is exceeded the federal standards will also be exceeded.

TABLE 2

AMBIENT AIR QUALITY STANDARDS

Air Pollutant	California	Federal	
		Primary	Secondary
Ozone	0.10 ppm, 1-hr. avg.	0.12 ppm, 1-hr. avg.	0.12 ppm, 1-hr. avg.
Carbon Monoxide	9 ppm, 8-hr. avg.* 20 ppm, 1-hr. avg.	9 ppm, 8-hr. avg. 35 ppm, 1-hr. avg.	9 ppm, 1-hr. avg. 35 ppm, 1-hr. avg.
Nitrogen Dioxide	0.25 ppm, 1-hr. avg.	0.05 ppm, annual avg.	0.05 ppm, annual avg.
Sulfur Dioxide	0.05 ppm, 24-hr. avg. with ozone -0.10 ppm, 1-hr. avg. or TSP -100 ug/m^3, 24-hr. avg. 0.5 ppm, 1-hr. avg.	0.03 ppm, annual avg. 0.14 ppm, 24-hr. avg.	0.05 ppm, 3-hr. avg.
Total Suspended Particulates (TSP)	60 ug/m^3 annual geometric mean 100 ug/m^3, 24-hr. avg.	75 ug/m^3, annual geometric mean 260 ug/m^3, 24-hr. avg.	60 ug/m^3, annual geometric mean 150 ug/m^3 24-hr. avg.
Sulfates	25 ug/m^3, 24-hr. avg.		
Lead	1.5 ug/m^3, 30-day avg.	1.5 ug/m^3, calendar quarter	1.5 ug/m^3, calendar quarter
Hydrogen Sulfide	0.03 ppm, 1-hr. avg.		
Vinyl Chloride	0.010 ppm, 24-hr. avg.		
Ethylene	0.10 ppm, 8-hr. avg. 0.50 ppm, 1-hr. avg.		
Visibility Reducing Particles	In sufficient amount to reduce the prevailing visibility to less than 10 miles at relative humidity less than 70%, 1 obs.		

* Effective December 15, 1982. The standards were previously 10 ppm, 12-hour average and 40 ppm, 1-hour average.

Source: South Coast Air Quality Management District Air Quality Handbook. 1983.

Four ambient air quality monitoring stations are operated in Santa Maria. One station currently measures ozone, one measures sulfur dioxide and nitrogen dioxide and two of the stations measure total suspended particulates. Based on 1980-1983 data from these stations, air quality trends (as shown in Table 3) have developed in Santa Maria.

The main pollutants in the Santa Maria area are vehicular emissions and particulates (dust), mainly from agricultural operations. Air quality standards have been mandated at the federal, state and county levels. The Federal Clean Air Act of 1970 and subsequent amendments (1977) established "attainment" standards for jurisdictions for various pollutants. Monitoring station data show that for Santa Maria the ozone attainment standard is occasionally exceeded and the particulate standard is frequently exceeded. Therefore, Santa Maria has been designated by the California Air Resources Board as a "nonattainment" area for both ozone and particulates.

The Air Quality Attainment Plan (AQAP) describes air pollution control strategies necessary to attain the ozone standard by 1987. However, the Environmental Protection Agency is currently revising the standards for particulates since it is only the very fine, breathable, particles that remain suspended in the air that can be harmful. Larger particulates such as dune sand and dust from unpaved roads and agriculture settle quickly and do not remain suspended. Currently, Santa Maria meets federal standards for carbon monoxide. However, there is potential for carbon monoxide emissions to exceed federal standards in the future. The greatest source of atmospheric carbon monoxide in Santa Maria, as in most areas, is the automobile. Santa Maria automobiles account for more reactive hydrocarbons, nitrogen oxides and carbon monoxide than any other source of atmospheric pollution. Therefore, any action taken to reduce automobile use and vehicle miles traveled will help to maintain the pollutants emitted by motor vehicles.

TABLE 3

SANTA MARIA AIR POLLUTION SUMMARY: 1980-1983[1]

Pollutant	1980	1981	1982	1983
Ozone (O_3)				
1 hr concentration (ppm)				
State Standard 0.10 ppm				
Highest hourly concentration	0.09	0.10	0.10	0.08
Number of days/hours above standard	0/0	1/0	1/0	1/0
Sulfur Dioxide (SO_2)				
24-hour concentration (ppm)				
California Standard 0.50 ppm				
Highest hourly concentration	0.09	0.06	0.12	0.05
Number of standard violations	0	0	0	0
Carbon Monoxide (CO)				
8-hour concentration (ppm)				
Federal Standard 9 ppm				
Highest hourly concentration	ND	ND	ND	ND
Number of standard violations (days/hours)				
Nitrogen Dioxide (NO_2)				
State Standard 0.15 in 24 hour period				
Highest hourly concentration	ND	0.04	0.04	0.04
Number of standard violations (days/hours)		0/0	0/0	0/0
Total Suspended Particulates (TSP)				
Highest 24-hour concentration	293/ND	416/518	260/263	190/536
Geometric mean	98/65	92/66	65/60	62/61

ND - No data.

Impacts

As the City of Santa Maria grows throughout the year 2000, air quality impacts will occur from a variety of sources, including: (1) mobile sources (vehicular and

---

1
- Ozone data representative of East Main Station 1980-1981, Mc Clelland Station 1982-1983.
- Sulfur dioxide and nitrogen dioxide data representative of Glacier Lane Station 1980-1983.
- Total suspended particulates data representative of Broadway/Briarwood Air Monitoring Stations.

construction); and (2) stationary sources (industrial, residential, commercial, natural gas and electric demands).

In Table 4 below, mobile source emissions are projected for the years 1985 and 2000 in the City of Santa Maria. These projected emissions have been calculated for peak hour conditions as demonstrated in the Santa Barbara County Air Quality Impact Analysis. All projected emissions are for the entire internal and internal-external traffic flow in Santa Maria. The three draft elements of the General Plan - Housing, Noise, Safety — will not change existing land use policies stated in the city's Land Use Element. Therefore, no increase in vehicular traffic will result from adoption of these three draft elements.

TABLE 4

SANTA MARIA PROJECTED MOBILE SOURCE EMISSIONS LBS/PEAK HOUR

Primary Pollutant	Mobile Source Emissions 1985[1]	Mobile Source Emissions 2000[2]	Percent Decrease From 1985 to 2000
CO	6753.6	4717.9	31%
RHC	671.9	429.9	36%
NOx	93.3	785.4	16%

Source: Santa Barbara County Department of Regional Programs, Office of Air Quality Planning, Guidelines for the preparation of Air Quality Impact Analyses, 1981. Procedure for calculations based on this document.

As shown in Table 4, mobile source emissions will decrease for all pollutants between the years 1985 to 2000. Emissions are anticipated to decrease as the population growth rate decreases to 1 percent annually and pollutant controls on vehicles become more widespread.

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1 Based on 1,767,222 1985 vehicle miles traveled per day and 1985 emission factors from Santa Barbara Office of Air Quality Planning, Guidelines for the Preparation of Air Quality Impact Analyses, 1981.

2 Based on 2,409,417 2000 vehicle miles traveled per day and EMFAC 6 (EPA) emission factors for study year 2000.

Table 4 also portrays emissions from mobile sources that are anticipated to decline by the year 2000. However, the emissions added over this time period are expected to reflect a cumulative increase in the pollutant levels in the South Central Coast Air Basin.

Short-term construction activities will contribute primarily to the increase in total suspended particulates. These short-term airborne emissions result from dust generated during grading, clearing, earth moving and gravel on unpaved roadways. While most of the airborne dust will settle near the construction site, the smaller, finer particles could remain in the atmosphere indefinitely, thereby adding to the existing particulate levels of the Santa Maria area.

Stationary source emissions could not be calculated on a citywide basis. However, natural gas combustion and power plant emissions are also anticipated to add to the cumulative emission load in the South Central Coast Air Basin.

To determine if the air pollutant emissions attributed to a specific project are significant, the Santa Barbara County Air Quality Impact Analyses defines what determines a significant impact and the threshold of criteria. The following criteria are used in defining a significant adverse impact:

- Any project which may be demonstrated to violate any ambient air quality standard (state or federal), contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations, would be considered to have a significant adverse air quality impact. Additionally, any project which is inconsistent with the Air Quality Attainment Plan would also be considered to have a significant adverse air quality impact.

- Any source (direct or indirect) capable of emitting 5 pounds per peak hour of any pollutant except carbon monoxide and total suspended particulates.

- Any project which results in traffic volumes great enough to impact intersections within 1/4 mile radius to the extent that the existing level of service is reduced to Level D or below.

The criteria presented are used to assist in determining if a project has a significant affect on air quality in Santa Barbara County. These guidelines for determination are not directly applicable to a citywide air quality analysis, however, they are presented to show the means by which a project level determination could be made.

Mitigation Measures

No direct air quality impacts are anticipated to result from the city's adoption of the three draft elements. Nonetheless, air quality impacts are likely to be associated with development consistent with existing General Plan elements. To help reduce short-term construction impacts, the following dust control techniques should be implemented:[1]

1. During clearing, grading, earth moving or excavation, water trucks or sprinkler systems should be used in sufficient quantities to prevent dust raised from leaving the site. The entire area of disturbed soil should be wetted down to create a crust at the end of each day's activities.

2. After clearing, grading, earth moving or excavation is completed, the entire area of disturbed soil should be treated to prevent wind pick up of the soil. This may be accomplished by seeding and watering until grass cover is grown, spreading soil binders and wetting the area down to form a crust on the surface with repeated soakings as necessary to maintain the crust and prevent dust pick up by the wind.

3. During construction, water trucks or sprinkler systems should be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this will include wetting down such areas in the late morning and after work is completed for the day and increased watering should be required whenever the wind speed exceeds 15 mph.

Measures to reduce project-related vehicular emissions are contingent upon reducing total vehicle miles travelled (VMT) by city residents. The following measures are recommended to reduce the VMT generated in the City of Santa Maria.

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1 Source: Santa Barbara Air Quality Attainment Plan, 1979.

6. Promote ride-sharing, carpools and vanpools from future residential areas through a project homeowners association.

7. Provide bicycle racks and storage facilities, especially in areas developed with high-density residential or recreational land uses.

Measures to reduce the amount of electricity and natural gas consumed at a specific project site would reduce the stationary-source emissions. Such measures should be aimed at reducing electricity and natural gas for space and water heating, which consume an estimated 50 percent and 15 percent, respectively, of total energy consumed in a household.[1] These measures include:

8. Future residential units should be pre-plumbed for fixture installation of solar water heaters, as practical. Such a system, if 65 percent efficient, would reduce onsite stationary source emissions by nearly 10 percent. It is recommended that appropriate accommodations for solar facilities be installed on residential units.

9. Buildings and window spaces for both residential and commercial land uses should be designed to maximize heat gain when the sun is at low angles during the winter, thus reducing consumption of electricity and natural gas for space heating.

10. Thermal insulation which meets or exceeds standards established by the State of California should be installed to reduce heat loss in structures.

11. Additional passive or active solar energy systems should be incorporated into new construction design.

Appropriate land use policies can help to mitigate the air pollution problem caused by motor vehicles. Future land use planning should strive to decrease the number of daily vehicle trips and the distances traveled within the study area. Emphasis should

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1 Source: Energy in America's Future: The Choices Before Us, by Sam H. Schurr, et al., 1979.

be placed on filling in vacant land within the city limits or sphere of influence and encourage cluster or mixed use development.

While these measures would probably not reduce citywide emissions to a level considered insignificant, they should be employed where practical to reduce the regional emissions load.

Cumulative Impacts

Implementation of the General Plan will result in air quality emissions beyond the air basin limits due to the additional generation of motor vehicle traffic and project construction. However, any development that occurs beyond what is anticipated in the General Plan, should be subject to environmental review to ensure minimal and acceptable cumulative effects on the air quality of the area.

Unavoidable Adverse Impacts

Air emissions from mobile and stationary sources from the existing city and future growth cannot be avoided. Although local and regional strategies to control pollutants may reduce emissions, they will not be totally eliminated.

4.2 POPULATION AND HOUSING

Existing Conditions

Existing population is described below in terms of population and household trends, housing characteristics and employment characteristics. A complete discussion can be found in the Signal Hill Housing Element.

POPULATION CHARACTERISTICS

The 1980 U.S. Census count reported a total population of 39,685 persons residing in the City of Santa Maria. The current population is estimated to be 48,345, according to the California Department of Finance which is an actual growth of 21 percent from 1980 to 1985. The greatest population growth occurred from 1950 to 1960 when the city's population nearly doubled, climbing from 10,440 (in 1950) to 20,027 (in

1960). This represented a 100 percent increase in the population. The period from 1960 to 1970 also reflected record growth for the City of Santa Maria as the population increased from 20,027 to 39,685, representing a 95 percent increase.

The current population within the City of Santa Maria is relatively young, with a median age of 27.9 years. This represents a slight aging in the city's population from 1970 [when the median age recorded was 24.5 years]. The apparent aging is the result of lower birth rates among whites and the increased number of young professionals arriving into the city.

The City of Santa Maria is characterized by two major ethnic groups: Caucasian and Hispanic. Based on 1980 census data, the Caucasian population accounts for 62.9 percent and Hispanics for 29.2 percent of the total city population.

HOUSEHOLD TRENDS

In 1983, the City of Santa Maria had 17,902 households. This represents a 20 percent increase in the number of households since 1975, when there were 11,736 households reported. The increase in the number of households reflects the continuing growth of the City of Santa Maria.

The mean household size for the City of Santa Maria in the 1980 census was 2.80. This represents a decrease in household size since 1975 when it was reported at 2.83, and the significant drop in household size from the 1970 recorded mean family size of 3.17 persons per household. The smaller family size is a trend which has been created as more individuals are pursuing careers and deferring raising families or choosing not to have children.

A study of the current housing stock shows that most of the houses are relatively old. A substantial portion, 12.5 percent, is 40 or more years old, which is frequently a life of a dwelling unit. Forth-three and one-half percent is 20 or more years old and 71 percent of the housing stock is over 14 years old.

HOUSING MARKET CHARACTERISTICS

There were a total of 15,018 housing units counted for the City of Santa Maria in the 1980 U.S. Census. The owner-occupied units numbered 7,504 and renter-occupied units numbered 6,536. The number of vacant units was 967 and, of the vacant units, the total number of ownership units was 360 and the rental units numbered 438. The majority of the ownership units were vacant less than 6 months and had a median asking price of $67,700. The rental units were vacant less than 2 months and had a median rent of $257.

The greatest portion of the housing inventory in Santa Maria was built during the years of 1950 to 1970. A total of 7,976 residential units were constructed during this period. The annual number of residential units built has consistently been around 500 dwellings. Since the majority of the housing stock was built post 1950 — most of the units are in relatively good condition and equipped with standard amenities. The bulk of the housing stock in Santa Maria is characterized by single-family detached units with nearly 60 percent of the total units.

The vacancy rate recorded in 1985 for the City of Santa Maria by the Federal Home Loan Bank Board was 2.9 percent; this number represents a slight increase from 1980 when vacancy was determined to be 2.3 percent. The vacancy rate was much lower in single-family detached units at 1.9 percent than a single-family attached units at 5.6 percent. The vacancy factor in multifamily units was 2.9 percent equal to that recorded as the total vacancy rate. The vacancy rate recorded for a jurisdiction is significant in determining availability and choice of housing types. Authorities consider a vacancy rate below 5 percent as indicative of a housing shortage by type and tenure.

The 1980 Census reported a total of 345 owner-occupied units with households at 50 percent or less of the area median income. The figure was estimated at $8,000 annual income. The median sales price to purchase a single-family dwelling in Santa Maria during the period 1982-83 was determined to be $78,500. The price range for purchase of new single-family, detached housing was significantly higher than the

median at $67,500 to $163,900. Existing single-family homes ranged in price from $61,000 to $198,000.[1]

Monthly rental housing was available in a range of prices which provided housing units for all income levels. Single-family, detached rental housing was found to be available from $250 to $1,000 monthly. Condominium rentals ranged from $500 to $1,200 and apartments were available in the range of $360 to $595.[2]

A survey conducted in the summer of 1985 by the city determined the median selling price of all categories of housing to be $97,331. The median cost of existing housing was $98,214 and for the new housing the cost was $95,860.[3]

EMPLOYMENT CHARACTERISTICS

The total labor force in Santa Maria numbers 21,671 persons in 1984, according to the state's Employment Development Department. Workers classifications indicate employment of 13,473 persons in the private sector; 2,360 persons employed in various governmental agencies and 1,010 persons who claim self employment status.

The civilian labor force numbers 18,678 workers. A total of 16,922 persons are reported to be employed and 1,756 persons were reported as unemployed. The first quarter 1985 unemployment rate recorded for the city was 5.3 percent, approximately the same recorded for the County of Santa Barbara.

The top three industries by employment were retail trade, employing 3,356 persons; agriculture, accounting for employment of 2,192 persons; and, durable goods/ manufacturing which reported employment of 2,727 persons. The top three occupations by employment were: administrative and clerical support, the reported occupation of 2,636 workers; precision production, craft and repair, the declared occupation of 2,313 workers; and sales, which was the reported occupation of 1,774 persons.

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1 Source: City of Santa Maria Planning Department.
2 Source: City of Santa Maria Planning Department.
3 Source: City survey.

Industry profile highlights reveal the following: retail trade is the greatest single employer in Santa Maria. However, when combining all service industries (business/repair, personal, entertainment/recreation and professional), the service industry becomes the employer of the greatest number of workers. The percentage of Santa Maria residents who work outside the city is 27 percent. Santa Maria contains the greatest concentration of construction, wholesale trade and retail trade jobs in Santa Barbara County. Santa Maria shared the greatest proportion of transportation, comminication and public utilities jobs in the county with Lompoc. Santa Maria had the smallest proportion of personal service and public administration jobs of any other community in the county.

Impacts

The adoption of the housing, safety and noise elements is not expected to result in any significant adverse impacts related to housing and population. While a population increase of approximately 17,263 persons is anticipated over the next 15 years, the location, distribution and density will not be significantly different than would occur under the existing zoning or development patterns.

The annual growth rate anticipated between the years 1985 and 2000 will be approximately 35 percent (for an approximate 1,150 person per year increase). This growth rate is not considered to be significant if the programs contained in the general plan are implemented including measures to provide adequate public services and utilities and develop new sources of water.

Mitigation Measures

If the updated Housing, Safety and Noise Elements are adopted, beneficial population or housing impacts are anticipated to occur if the following mitigation measures implemented:

1. The city should meet the housing needs of the community by acquiring available state and local funds for housing programs.

2. The city should increase the number of affordable housing units for low and moderate income households.

3. The city should preserve and protect the community's housing stock through rehabilitation and revitalization programs.

4. The city should encourage the development of assisted housing in small concentrations, and increase the opportunities for low income housholds to qualify for assisted housing.

5. The city should encourage and facilitate provision of low and moderate income housing through private enterprise.

Cumulative Impacts

The three proposed elements of the General Plan will not result in any significant impacts. Further implementation of the other adopted elements of the General Plan will not result in impacts to housing and population beyond the total planning area of the plan.

Unavoidable Adverse Impacts

No significant impacts are anticipated to occur as a result of the adoption and implementation of the three draft elements of the General Plan.

4.3 PUBLIC SERVICES AND UTILITIES

4.3.1 Fire Protection

Existing Conditions

Fire protection is maintained in the city by the Santa Maria Fire Department, which employs 23 full-time fire fighters and 24 reserves. The fire department maintains three stations, each staffed with two full-time fire fighters operating over three 8-hour shifts; thus, each station requires six full-time employees a day.

The department has a variety of fire-fighting equipment including four "first-line pumpers" which are used in responding to a structural fire emergency. The department also has one reserve fire engine, used only as a back up to the first line pumpers. Fire protection for multiple-story structures is maintained with a ladder truck, that extends up to 85 feet. In addition, the department has three "brush units" which are smaller than the first line and reserve fire engines, and are used to combat grassland or other wildland fires.

The fire department also maintains one rescue unit vehicle which provides emergency medical services. Fire hydrants are also an important fire-fighting tool. Hydrant location, number and water pressure availability are all adequate in Santa Maria.

In general, the Santa Maria Fire Department is staffed and equipped to respond to structural and grassland fires within the city on an average of four minutes. When a call is received, the two full-time fire fighters at each station respond to the call. The reserve fire fighters are available on an "on-call" basis. However, when a wildland or brush fire emergency arises, the department is part of a mutual aid agreement with the counties of Santa Barbara and San Luis Obispo, the cities of Arroyo Grande and Guadalupe, and Vandenberg Air Force Base.

Impacts

Adoption and implementation of the three draft elements to the city's General Plan will not create any significant adverse impacts related to fire protection. The three proposed elements — Housing, Noise, Safety — will not change existing land use policies. The three elements, specifically, are consistent with the adopted Land Use Element. The existing General Plan permits growth of up to 70,845 persons, which is 22,500 persons over the existing population. The fire department will continue to increase its staff and equipment according to response times and additional development that occurs within the city.

Mitigation Measures

The proposed Safety Element policies will ensure the maintenance of existing local and interregional fire protection measures. These measures are included in the draft

Safety Element:

1. To minimize the potential risks and reduce the loss of life, the city would establish a schedule by which the City of Santa Maria shall periodically review and upgrade, if necessary, its comprehensive enforcement of safety standards for which it has primary implementation responsibility. These safety standards are dispersed among the following state and federal codes: Uniform Building Code, Uniform Housing Code, Uniform Plumbing Code, National Electric Code, Hazardous Building Code, Uniform Fire Code and State Health and Safety Code.

2. The city's Emergency Plan should be updated periodically and emergency simulations should be continued and expanded.

3. The city would initiate a program of strengthening the communication and understanding between the vital agencies — public and private — necessary to activate at times of emergency.

4. The Safety Element should be reviewed by the Community Development Department annually and should be comprehensively revised every 5 years.

5. The Pacific Gas and Electric Company and Southern California Gas Company should continue to review their facilities and distribution/transmission networks and centers to determine fire hazards and potential impact of expected earthquakes.

6. The Santa Maria Fire Department should establish and maintain an inspection program to identify fire hydrants within its jurisdiction. Rigid inspection standards for off-road vehicles (muffler and spark arrester controls) should also be established, and the use of offroad vehicles during periods of high fire danger should be controlled.

Cumulative Impacts

Adoption and implementation of the three proposed elements will not result in fire hazards beyond the Sphere of Influence. Therefore, fire protection changes are

anticipated only for the planning area. However, cumulative impacts may arise in the surrounding area and should be subjected to environmental review to ensure minimal and acceptable cumulative effects on the area's fire protection.

Unavoidable Adverse Impacts

The adoption of the three draft elements to the General Plan will not result in any unavoidable adverse impacts related to fire protection.

4.3.2 Police Protection

Existing Conditions

Police protection is an important service for the protection of life, property and traffic control. Relatively fast response times are desirable in cases of crime, vandalism and major traffic collisions to support urban development. The City of Santa Maria maintains its own police department and has 59 sworn officers and 20 non-sworn staff. The staff currently operates four 8-hour shifts to ensure adequate police protection services.

Response times for an average of 100 calls per day vary from three minutes for emergency calls to fifteen minutes for non-emergency calls.

The Santa Maria Police Department uses a figure of 1.3 officers per 1,000 residents, and as the population increases, the police department will need additional manpower, equipment and office space. The additional personnel and equipment expansions are standard and this condition already exist within the department.

Impacts

The adoption of the three draft elements - Housing, Noise, Safety — will not result in significant adverse impacts related to police protection. Although the existing Land Use Element of the General Plan permits an increase in residential dwelling units, the growth will occur incrementally. The police department will continue to increase its staff by approximately 1.3 officers per 1,000 residents. This would

result in 1.5 additional police officers per year. Therefore, police personnel, equipment and office space will occur incrementally according to the growth permitted under this plan.

Mitigation Measures

Mitigation measures for police protection services would include the provision to maintain existing, and establish new, mutual aid protection agreements with adjacent counties and communities.

1. The city's Emergency Plan should be updated periodically and emergency simulations such as Operation Shakey should be continued and expanded.

2. The city should initiate a program of strengthening the communication and understanding between the vital agencies -- public and private -- necessary to activate at times of emergency.

3. The city should include in the Capital Improvement Program improvements to the road and street system in areas subject to fire, in order to improve access for emergency vehicles.

4. The City of Santa Maria should provide a program to ensure the city's ability to respond to natural and man-made emergencies, including earthquakes, landslides, fires, floods, epidemics, toxic pollution, hazardous substance spills or accidents, war, nuclear attack, accidents or similar disasters.

Cumulative Impacts

Implementation of the three draft elements will not result in any adverse environmental affects that will occur due to police protection outside the Sphere of Influence. Existing police protection services are adequate to provide for public safety. If police protection changes beyond what is anticipated in the existing General Plan elements, cumulative impacts may result; therefore, future police protection services in the surrounding area should be subject to on-going city review to ensure minimal and acceptable cumulative effects.

Unavoidable Adverse Impacts

Adoption of the three draft elements will not result in any unavoidable adverse impacts related to police protection.

4.3.3 Public Schools

Existing Conditions

There are three school districts within the Santa Maria city limits, including the Santa Maria Joint Union High School District (SMJUHSD), the Santa Maria Elementary School District (SMESD) and the Orcutt Union School District (OUSD). The SMJUHSD serves grades 9 to 12, the SMESD serves grades K to 6 and the OUSD serves grades K to 8. All three school districts are expected to reach student capacity within the next two years, due to cumulative residential development in the area.

Impacts

The adoption of the three draft elements -- Housing, Noise, Safety -- will not result in any direct impact on the city's public schools. The draft elements will not change existing land use designations. Therefore, the future increase in student enrollment is a result of the existing General Plan elements and not a result of the three draft elements.

Mitigation Measures

Although the three draft elements will not result in direct impacts on the area's public schools, impacts related to future student generation resulting from the entire General Plan will be mitigated through additional funding sources to construct, or to modify, existing school facilities. The State of California will provide additional funding to cover some of the expenses incurred by additional students. However, this funding is not expected to be sufficient to cover the entire expenses of additional students. The following mitigation measures should also be implemented to cover additional expenses associated with project-generated students.

1. The City of Santa Maria should adopt a developer fee prior to any issuance of building permits for all residential projects. Individual developments would be responsible to pay their proportionate share to help supplement expenses that school districts incur from additional students.

2. Individual school districts should explore alternative methods for meeting the needs of the increasing school population, including temporary facilities, efficient use of existing facilities, year-round school and other feasible measures.

Cumulative Impacts

Adoption and implementation of the three draft elements will not result in adverse environmental impacts to educational facilities beyond the city limits. Therefore, educational facilities are anticipated only for the city. If residential land uses change beyond those permitted by the existing Land Use Element to the General Plan, cumulative impacts may result; therefore, future residential development should be subject to environmental review to ensure minimal and acceptable cumulative affects on the area.

Unavoidable Adverse Impacts

Adoption of the three draft elements to the General Plan will result in unavoidable adverse impacts if proper mitigation measures are not implemented. Mitigation measures for adequate school facilities into the year 2000 have been discussed to ensure that adverse impacts will be minimized to the fullest extent possible.

4.3.4 Parks and Recreation

Existing Conditions

The existing parks and recreational facilities are described in the Environmental Resource Management Element (ERME) and ERME Technical Appendix. In summary, there are 24 existing neighborhood, city-wide, regional and specialized parks[1]

1 Refer to the ERME Technical Appendix for definitions.

totaling 1,153 acres. In addition, there are approximately 310 acres of public school playfields in the Santa Maria planning area and 174 acres of private park resources.

Impacts

Adoption and implementation of the three draft elements of the General Plan will not result in impacts beyond those anticipated to result from development consistent with the existing adopted elements of the General Plan.

The reformat of the Environmental Resources Management Element (ERME) incorporates the city's Recreation Master Plan. Therefore, the reformatted ERME now includes specific programs (such as methods to increase recreation areas) that will serve to reduce potential impacts that could occur as the city continues to grow consistent with the Land Use Element.

Mitigation Measures

No significant impacts are anticipated to occur as a result of adoption and implementation of the three draft elements of the General Plan, therefore no mitigation measures are necessary.

Cumulative Impacts

The three proposed elements of the General Plan will not result in any significant impacts, further implementation of the other adopted elements of the General Plan will not result in parks and recreational facilities beyond the total planning area of the plan.

Unavoidable Adverse Impacts

No significant impacts are anticipated to occur as a result of the adoption and implementation of the three draft elelments of the General Plan.

4.3.5 Water Resources

Existing Conditions

Existing groundwater extractions and recharges for the entire Santa Maria Groundwater Basin and for the Orcutt Storage Unit are shown in Table T-ERME-2 (refer to the Environmental Resources Management Technical Appendix, Section A, Water Resources).

The City of Santa Maria derives most of its water from wells located near the airport. The groundwater underlying the Santa Maria Groundwater Basin is of poor quality, therefore, the city pumps most of its water from the Orcutt Substorage Unit where the water quality is higher.

Table T-ERME-2 shows that the basin as a whole is currently being overdrafted by about 20,000 acre-feet per year. However, the entire Santa Maria Groundwater Basin, according to Santa Barbara County State Water Project Alternatives (December 1984) is operating at an overdraft of 21,600 acre-feet per year. This overdraft is expected to increase to 23,200 acre feet per year (AFY) by the year 2010.

The present demand for municipal water in the Santa Maria Valley exceeds the supply in the area from which the water is pumped. "It has been estimated that the Orcutt Storage Unit is being overdrafted at a rate of approximately 5,500 acre-feet per year, and that the amount of overdraft relative to the amount of water in storage is larger for this storage unit than for the Santa Maria Goundwater Basin as a whole. This local overdraft condition can be expected to increase in the future as the demand for municipal water increases."[1]

Annual groundwater withdrawals from the Orcutt Storage Unit have exceeded annual recharge, thus contributing to the overdraft situation throughout the entire Santa Maria Groundwater Basin.

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1 City of Santa Maria General Plan: Supplementary Information and Land Use Technical Report.

Impacts

Although deficient water quality is an existing problem in the City of Santa Maria, the adoption of the three draft elements to the General Plan will not result in an increased impact to an already existing problem. Table 5 represents the projected water demand for the Orcutt Storage Unit.

TABLE 5

ORCUTT STORAGE UNIT PROJECTED WATER DEMAND (AFY)[1]

Use	1985	1990	2000	2020
Municipal, Industrial Agricultural	18,700	20,400	22,400	23,500

Additional growth in the city consistent with the adopted Land Use Element will be accommodated by 7,500 AFY of water from the California Water Project the city may receive in the late 1980s. This water would supplement the city water supply, improve its quality and result in a better quality of groundwater recharge to the groundwater basin.

Mitigation Measures

Adoption and implementation of the three draft elements of the General Plan will not result in impacts requiring mitigation. Mitigation measures for impacts related to increased water demand are given in the Land Use Element.

Partial mitigation, approximately a 10 percent reduction in citywide domestic water use, can also be achieved through the implementation of the following individual site specific mitigation measures:

1. All plumbing fixtures used throughout all new development shall be of a low flow nature.

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1 Toups Corporation, EIR West Orcutt Joint Project.

2. All landscaping in new development shall be of a low water demand and drought-resistant in nature.

3. All commercial and industrial developments shall be required to install automatic landscape irrigation systems that incorporate time clocks and/or moisture sensors.

In order to achieve long-term mitigation of overdrafting impacts, the city and other governmental agencies must develop new sources of water. Examples of measures which would achieve this include:

1. The development of spreading basins in the Santa Maria River.
2. The development of a "grey water" reclamation and distribution system.
3. Controlling and regulating groundwater withdrawals by agricultural and oil operations which represent 85 percent of the existing groundwater pumpage in the valley.
4. Encourage the importation of state water from the California Water Project.

Cumulative Impacts

The provision of adequate water supply is a critical issue facing cities throughout Central and Southern California. Additional water resources will ultimately need to be implemented to meet the demands of Santa Maria and the remainder of Santa Barbara and San Luis Obispo counties.

Unavoidable Adverse Impacts

The deficient water supply is a condition that exists. Future growth consistent with other elements of the General Plan constitutes an increased impact to an already existing problem.

4.3.6 Wastewater Services

Existing Conditions

Existing wastewater service is discussed in the Environmental Resources Management (ERME) Element and Technical Appendix of the Santa Maria General Plan. In summary, sewer service is provided primarily by the City of Santa Maria. The Laguna County Sanitation District, which is operated by the County of Santa Barbara, serves the remainder of the city near the Orcutt area.

The county's wastewater treatment facility presently processes an annual average sewage flow of approximately 1.5 million gallons per day (mgd) and can accommodate a total annual sewage flow of approximately 2.4 mgd.

Impacts

The three draft elements will not result in increased population beyond that anticipated in the city's existing General Plan. Therefore, no direct impacts are anticipated.

Mitigation Measures

Mitigation measures to help reduce the impacts associated with increased wastewater treatment are listed in the Environmental Resources Management Element.

1. The City of Santa Maria should require water conservation measures that exceed state standards as conditions of project approval. Applications of the following conservation measures should be reviewed on a case-by-case basis to determine if they are applicable to the specific projects being considered:

    a. Low water demand landscaping
    b. Restrictions on irrigation time
    c. Require soil moisture sensors to control automatic sprinkler systems
    d. Require mulching of landscaped areas.

2. The city should encourage the incorporation of onsite retention ponds in large development projects to allow groundwater recharge.

3. The city should require additional water user fees to be designed for development of additional water supply or for water quality improvement projects.

4. The city should establish a pattern of residential densities which do not overburden the sewerage, drainage or utility systems.

The City of Santa Maria should continue to charge developers an assessment fee to cover all additional costs that are incurred by the city to collect, convey, treat and dispose of incremental wastewater flow generated by projects that require zone changes and general plan amendments.

Cumulative Impacts

The three proposed elements of the General Plan will not result in any significant impacts; futher implementation of the other adopted elements of the General Plan will not result in sewer service demands beyond the total planning area of the plan. Existing sewage facilities are not adequate to provide for future development at this time.

Unavoidable Adverse Impacts

Existing city sewer services are adequate to ensure service to the year 2000. Therefore, the adoption of the proposed elements will not result in unavoidable impacts.

4.3.7 Storm Water Discharge

Existing Conditions

Existing storm water drainage facilities are discussed in the Environmental Resources Management and the Seismic Safety and Safety Elements and Technical

Appendices of the General Plan. In summary, 100-year flood plain areas within the city limits are located along the Santa Maria River and east of Highway 101.

Impacts

A small portion of the city is located in the 100-year flood plain area. However, a levee, constructed by U.S. Army Corps of Engineers, along the Santa Maria River was designed to accommodate 100-year floods and to protect sensitive land uses along the river plain.

Mitigation Measures

Previous completed flood control projects in the area of the Santa Maria River have mitigated potential flood hazard impacts in the city. The Santa Maria General Plan further protects the community from flood hazard as documented in the Seismic Safety/Safety Element.

1. The City of Santa Maria should be prepared to respond to natural or other disasters by maintaining, updating and revising the current Emergency Prepardness and Excavation Plan.

2. The city should also conduct a public information program on preventing hazards and responding to a disaster.

3. The city should discourage critical facilities from locating within the 100-year flood plain and areas of potential dam inundation in the absence of mitigating engineering design. Noncritical facilities should be allowed to locate in potential flood areas only if the facilities are evaluated or flood-proofed to the level of a 100-year flood.

4. The City of Santa Maria should develop an information release program to familiarize the citizens of the region with the Seismic Safety and Safety Elements. This information should also be provided to land developers and those involved in the real estate profession.

5. The city's Emergency Plan should be updated periodically and emergency simulations should be continued and expanded.

6. The city should initiate a program of strengthening the communication and understanding between the vital agencies — public and private — necessary to activate at times of emergency.

7. The city should encourage the early completion of dam inundation studies for the Twitchell Dam. The structure should also be investigated for its ability to withstand earthquakes which can be expected in the planning area.

8. The city should initiate a study to be conducted by qualified structural engineers to evaluate the ability of existing water storage facilities to withstand an expected seismic event on the San Andreas Fault.

9. The City of Santa Maria should discourage critical facilities from locating within the 100-year flood plain and areas of potential dam inundation in the absence of mitigating engineering design. Noncritical facilities should be allowed to locate in potential flood plain areas only if the facilities are evaluated or flood-proofed to the level of 100-year flood.

10. Caltrans should be requested to review its facilities and roadways within the study area to determine the potential impact of expected earthquakes and floods, and should forward comments to the city. The Circulation Element of the General Plan and potential evacuation routes should be revised, if necessary, based on the analysis.

11. In the event of an emergency (i.e., flood), the city would be responsible for identifying the line of succession and alternate officials, temporary seats of govermnent, emergency early warning alert systems, emergency broadcast frequencies, emergency operations centers and actions and responsibilities for emergency resource management, according to the Santa Maria Emergency Plan.

Cumulative Impacts

Existing flood control facilities are adequate to provide for public safety. No impacts are anticipated as a result of adoption and implementation of the three draft elements. If land use changes occur beyond those anticipated in the General Plan, cumulative impacts may result; therefore, future land use changes in the surrounding area should be subject to environmental review to ensure minimal and acceptable cumulative effects on the area's flood control facilities.

Unavoidable Adverse Impacts

Floods can do serious damage if a very heavy, unexpected rain occurs for which the city is unprepared. Existing flood control channels and improvements have been designed to ensure that adverse impacts will be minimized to the fullest extent possible. Adoption of the three draft elements will not result in any future unavoidable adverse impacts.

4.3.8 Solid Waste Disposal

Existing Conditions

Solid waste in the City of Santa Maria is collected by the city and, once collected, is transported to the Santa Maria Landfill. The landfill is located 3-1/2 miles east of the City of Santa Maria on East Main Street and is situated above the Santa Maria River plain levee. "The landfill consumes a total of 302 acres with 160 acres remaining for infill. The monthly disposal tonnage is 10,265 and is expected to reach capacity in 1994."[1]

Impacts

The three proposed elements to the existing General Plan will not result in direct impacts beyond those anticipated from development consistent with the existing General Plan elements.

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1 Santa Barbara County Solid Waste Management Plan Final Draft, May 1985.

Mitigation Measures

Adoption and implementation of the three draft elements will not result in impacts requiring mitigation. However, due to the lack of existing land fills to accommodate future growth in the city:

1. The city and county should cooperatively explore the potential for a future resource recovery or waste to energy facility to help increase the life of the Santa Maria Landfill. (Refer to Environmental Resources Management Element of the General Plan Technical Appendices, E.

2. The City of Santa Maria should explore the potential of establishing scrap metal recycling operations. The large amount of industrial land within the city and the Orcutt area could economically justify this type of operation in the area and ultimately extend the life of the Santa Maria Landfill.

3. The city should assist recycling organizations to locate drop-off facilities in areas most conducive to materials collections.

4. A master list of bin locations should be developed by the city and made available to interested citizens.

5. Salvaging organizations should be urged to work in conjunction with landfills and transfer stations to collect materials such as appliances, furniture, machinery and clothing for the purpose of repair and resale to ultimately extend the life expectancy of the Santa Maria Landfill.

Cumulative Impacts

The cumulative development outside the city will result in an incremental demand for long-term disposal facilities. Implementation of the existing General Plan will also result in solid waste demands beyond the city limits. If the development trends change beyond those anticipated in the General Plan, cumulative impacts may increase; therefore, future development in the surrounding areas should be subject to environmental review to ensure minimal and acceptable cumulative effects.

Unavoidable Adverse Impacts

Adoption of the three draft elements to the General Plan will not create impacts associates with solid waste disposal. Mitigation measures can be implemented to reduce cumulative impacts.

5.0 ALTERNATIVES

5.1 "NO PROJECT" ALTERNATIVE

The City of Santa Maria currently has an adopted General Plan. If the proposed project the adoption of three draft elements of the plan are not adopted, the current General Plan would stay in effect. As such, the "no project" alternative would mean the continuation of the current General Plan program.

This alternative has the likelihood of producing a greater impact on the environment than the proposed project which is the adoption of three draft elements. The inefficiencies that are recognized are that the plan is at least 5 years old and no longer reflects the growth pattern of the community.

The current Housing Element includes an assessment of needs for market-rate housing over a 5-year period and is no longer valid. The current Noise Element is, also, no longer valid because the noise contours are out-of-date and the current Safety Element does not include the city's recently adopted Emergency Plan. The existing General Plan supports growth, however, it does not accommodate for the actual growth anticipated for the area. The adoption of three draft elements will support the additional growth that is anticipated to occur in the next 15 years.

6.0 THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

Future development which accommodates unavoidable adverse impacts and enhances the quality of life for the community as a whole, also improve the overall community environment. Economic pressures for growth in the Santa Maria Valley are such that complete protection of the environment at the expense of community growth and well-being is not practical. Therefore, a balance must be sought that accommodates the needs of the growing population of California communities, while maintaining the integrity of the environment. It is the degree to which this balance is achieved in a given project that establishes the relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity.

As the three proposed elements of the General Plan are implemented, minor impacts will be realized on a short-term level. However, the preparation of the three draft elements and preparation of this EIR has provided a process to identify how best to control the short-term impacts.

In the long-term, implementation of the three draft elements to the General Plan will provide a balanced approach that controls short-term effects, by enhancing and preserving valuable resources, while also allowing growth of a balanced community.

7.0 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES SHOULD THE PROJECT BE IMPLEMENTED

The implementation of the three draft elements to the General Plan will not result in substantial direct commitment of natural resources, energy resources and human resources. As the city continues to grow, the residents will require a further commitment of energy resources in the form of natural gas and electricity generated by coal, hydroelectric power or nuclear energy. The commitment will be a long-term obligation and it will be impossible to return the land to its original condition once it has been developed.

As the community expands, existing natural resources, vacant land and, in general, the Santa Maria Valley will be slightly altered. However, both the proposed elements — Housing, Noise, Safety — and the existing General Plan elements includes various policies and objectives which propose a means of reducing the total commitment of energy and other resources.

8.0 GROWTH-INDUCING IMPACTS

The three draft elements of the General Plan — Housing, Noise, Safety — will not result in any growth-inducing impacts. No land use changes are anticiapted to result and growth projected in the draft Housing Element is consistent with the city's adopted Land Use Element.

9.0 ORGANIZATIONS AND PERSONS CONSULTED

9.1 PROJECT CONSULTANTS

Michael Brandman Associates, Inc.

Thomas E. Smith, Jr., AICP	Principal-In-Charge
Frank B. Wein, AICP	Director of Planning Services
Colleen Bathker	Environmental Analyst
Julia LeBoeuf	Environmental Analyst
Michael Houlihan	Environmental Analyst
Joni Kaye	Air Quality Analyst
Silvia Ruiz	Director of Housing Services
Thomas Fitzwater, AICP	Noise Analyst

9.2 PUBLIC AGENCIES

City of Santa Maria

William Orndorff	Director of Planning
Jerry Frasier	Senior Planner
John Donahoe	Planner
John Fair	Assistant Director of Public Works
Joe Centeno	Chief of Police
Joe Johnson	Battallion Chief
Bailey Hudson	Park Superintendent

Orcutt School Disctict

Dr. Jack C. Garvin, Ed.D.	District Superintendent
Harold Black, Ed. D.	Associate Superintendent

Santa Maria Elementary School District

Leroy R. Small, Ed.D.	District Superintendent

Santa Maria Joint Union High School District

Larry G. Ruttan	District Superintendent
Wally Upper	Assistant Superintendent/Business

Santa Maria Public Airport District

Dan Hoback	General Manager

10.0 BIBLIOGRAPHY

California State Department of Finance, Population Research Unit. July 1985.

California Departent of Water Resources. Santa Barbara County State Water Project Alternatives. December 1984.

California, State of. Department of Health, Guidelines for the Preparation of Content of Noise Elements of the General Plan. February 1976.

Department of Transportation, Division of Aeronautics, Airport Land Use Planning Handbook. July 1983.

Federal Highway Association, Highway Traffic Noise Prediction Model. (FHWA-RD-77-108). December 1978.

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Santa Barbara, County of. County-Cities Area Planning Council. Santa Barbara County 1980-2000 Population, Employment, Housing, Land Use Forecast 82, Santa Barbara, California. February 1983.

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Santa Maria, City of. Noise Element, February 1977.

Santa Maria, City of. Municipal Code, Chapter 5 Noise Regulations.

U.S. Department of Transportation, Federal Highway Administration, Draft Guidelines for the Prevention of Traffic Noise Problems, April 1985.

Appendix A

Notice of Preparation and Responses

NOTICE OF PREPARATION

To: _____

From City of Santa Maria
(Lead Agency)
110 East Cook Street
(Address)
Santa Maria, California 93451

SUBJECT: **Notice of Preparation of a Draft Environmental Impact Report and General Plan Update**

The City of Santa Maria will be the lead agency and will prepare an environmental impact report for the proposed update of three elements of the General Plan (Housing, Noise, and Safety) and the reformat of the remaining elements (Land Use, Circulation, and Environmental Resources). We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR prepared by the city when considering future permits or other approvals.

The project description, location, and the probable environmental effects are contained in the attached materials. A copy of the initial study X is attached.

Due to the time limits mandated by state law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Jerry E. Frasier, senior planner, at the address shown above. We will need the name for a contact person in your agency.

Signature _____

Title Director of Community Development

Telephone (805) 925-0951

ENVIRONMENTAL SETTING

The City of Santa Maria is located in northern Santa Barbara County, approximately 85 miles north of the City of Santa Barbara via U.S. Highway 101. The City of San Luis Obispo is approximately 30 miles north of the City of Santa Maria.

The city is bisected by U.S. 101 which serves as the main coastal artery for major cities located on the west coast. Urban development is mainly confined within the Santa Maria city limits and unincorporated areas to the south. The area surrounding the city remains predominantly agricultural.

PROJECT DESCRIPTION

The project involves the update of the general plan for the City of Santa Maria. The update consists of reformatting three existing elements and complete updates of three remaining elements. In California, state law requires a city to adopt a general plan documenting the concerns of, and the future of, a community. The general plan sets forth goals, policies, objectives, and programs for each element in a guideline format. The Santa Maria General Plan elements will include:

- Land Use (reformat of adopted element).
- Circulation (reformat of adopted element).
- Housing (update).
- Safety and Seismic Safety (update).
- Noise (update).
- Environmental Resources Management (reformat of adopted element).

The general plan includes an overall planning area consisting of the existing city limits and the city's sphere of influence.

ENVIRONMENTAL CHECKLIST FORM

I. Background

1. Name of Proponent: City of Santa Maria

2. Address and Phone Number of Proponent: Community Development, 110 East Cook Street, Santa Maria 93451

3. Date of Checklist Prepared: September 5, 1985

4. Name of Proposal, if applicable: General Plan (Update)

II. Environmental Impacts

(Explanations of all "yes" and "maybe" answers are required on attached sheets.)

	Yes	Maybe	No
1. Earth. Will the proposal result in:			
a. Unstable earth conditions or in changes in geologic substructures?	___	___	x
b. Disruptions, displacements, compaction or overcovering of the soil?	___	___	x
c. Change in topography or ground surface relief features?	___	___	x
d. The destruction, covering, or modification of any unique geologic or physical features?	___	___	x
e. Any increase in wind or water erosion of soils, either on or off the site?	___	___	x
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	___	___	x
g. Exposure of people or property to geologic hazards such as earthquakes landslides, mudslides, ground failure, or similar hazards?	___	___	x
2. Air. Will the proposal result in:			
a. Substantial air emissions or deterioration of ambient air quality?	___	x	___

	Yes	Maybe	No
b. The creation of objectionable odors?	___	___	X
c. Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally?	___	___	X
3. Water. Will the proposal result in:			
a. Changes in currents, or the course of direction of water movements, in either marine or fresh waters?	___	___	X
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	___	___	X
c. Alterations to the course or flow of flood waters?	___	___	X
d. Change in the amount of surface water in any water body?	___	___	X
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	___	___	X
f. Alteration of the direction or rate of flow of groundwaters?	___	___	X
g. Change in the quantity of groundwaters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	___	___	X
h. Substantial reduction in the amount of water otherwise available for public water supplies?	___	___	X
i. Exposure of people or property to water related hazards such as flooding or tidal waves?	___	___	X
4. Plant Life. Will the proposal result in:			
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?	___	___	X
b. Reduction of the numbers of any unique, rare or endangered species of plants?	___	___	X

	Yes	Maybe	No
c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	___	___	x
d. Reduction in acreage of any agricultural crop?	___	___	x
5. Animal Life. Will the proposed result in:			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals, including reptiles, fish and shellfish, benthic organisms, or insects)?	___	___	x
b. Reduction of the numbers of any unique, rare, or endangered species or animals?	___	___	x
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	___	___	x
d. Deterioration to existing fish or wildlife habitat?	___	___	x
6. Noise. Will the proposal result in:			
a. Increases in existing noise levels?	___	___	x
b. Exposure of people to severe noise levels?	___	___	x
7. Light and Glare. Will the proposal produce new light or glare?	___	___	x
8. Land Use. Will the proposal result in a substantial alteration of the present or planned land use of an area?	x	___	___
9. Natural Resources. Will the proposal result in:			
a. Increase in the rate of use of any natural resources?	___	___	x
b. Substantial depletion of any nonrenewable natural resource?	___	___	x

	Yes	Maybe	No
10. Risk of Upset. Will the proposal involved:			
a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation) in the event of an accident or upset conditions?	___	___	x
b. Possible interference with an emergency response plan or an emergency evacuation plan?	___	___	x
11. Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	x	___	___
12. Housing. Will the proposal affect existing housing, or create a demand for additional housing?	x	___	___
13. Transportation/Circulation. Will the proposal result in:			
a. Generation of substantial additional vehicular movement?	___	___	x
b. Effects of existing parking facilities, or demand for new parking?	___	___	x
c. Substantial impact upon existing transportation systems?	___	___	x
d. Alterations to present patterns of circulation or movement of people and/or goods?	___	___	x
e. Alterations to waterborne, rail, or air traffic?	___	___	x
f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	___	___	x
14. Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a. Fire protection?	___	x	___
b. Police protection?	___	x	___
c. Schools?	___	x	___
d. Parks or other recreational facilities?	___	x	___

	Yes	Maybe	No
e. Maintenance of public facilities, including roads?	___	___	x
f. Other governmental services?	___	___	x
15. Energy. Will the proposal result in:			
a. Use of substantial amounts of fuel or energy?	___	___	x
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	___	___	x
16. Utilities. Will the proposal result in a need for new systems, or substantial alterations to the following utilities:			
a. Power or natural gas?	___	___	x
b. Communications systems?	___	___	x
c. Water?	x	___	___
d. Sewer or septic tanks?	x	___	___
e. Storm water drainage?	x	___	___
f. Solid waste and disposal?	___	x	___
17. Human Health. Will the proposal result in:			
a. Creation of any health hazard or potential health hazard (excluding mental health)?	___	___	x
b. Exposure of people to potential health hazards?	___	___	x
18. Aesthetics. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?	___	___	x
19. Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?	___	x	___

	Yes	Maybe	No
20. Cultural Resources.			
a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?	___	___	x
b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?	___	___	x
c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	___	___	x
d. Will the proposal restrict existing religious or sacred uses within the potential impact area?	___	___	x
21. Mandatory Findings of Significance.			
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten or eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples or the major periods of California history or prehistory?	___	___	x
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	___	x	___
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)	x	___	___
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	___	___	x

III. DISCUSSION OF THE ENVIRONMENTAL EVALUATION

2a. Growth that will occur subsequent to the adoption of the General Plan update will be consistent with the adopted Land Use Element. Future growth may result in changes to air emissions and the deterioration of ambient air quality due to a population increase in the city.

8,11,12. Growth that will occur subsequent to the adoption of the General Plan update (specifically adoption of the proposed Housing Element) may result in an alteration of the present and planned land uses and the population in the city. The intent of the Housing Element is to provide guidance for growth and direct it in such a manner as to provide a solid balance between residential and employment development.

14a,b,c,d. Growth that will occur subsequent to the adoption of the general plan update (specifically the proposed Housing Element) may create a demand for fire and police protection, schools, and parks. Specific residential developments will be required to address the issues of providing adequate public facilities and the city will review each new development to determine the ability to provide sufficient public services.

16a,d,e. Growth that will occur subsequent to the adoption of the General Plan update (specifically the proposed Housing Element) will create a demand for water, sewer, and storm water drainage. Appropriate conservation measures will be incorporated into each individual development.

19. Growth that will occur subsequent to the adoption of the General Plan update (specifically the proposed Housing Element) may result in an impact upon the quantity of existing recreational opportunities. The General Plan addresses the issue of providing for all types of recreational opportunities.

21b. Growth that will occur through implementation of the General Plan update may have the potential to achieve short-term, to the disadvantage of long-term, environmental goals.

21c. Growth that will occur through implementation of the General Plan update will have impacts which are individually limited, but cumulatively considerable.

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ___

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on the attached sheet have been added to the project. a NEGATIVE DECLARATION WILL BE PREPARED. ___

I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. x

Signature

ATE OF CALIFORNIA—OFFICE OF THE GOVERNOR GEORGE DEUKMEJIAN, Gover

)FFICE OF PLANNING AND RESEARCH
00 TENTH STREET
CRAMENTO, CA 95814

DATE: September 24, 1985

TO: Reviewing Agencies

RE: The City of Santa Maria's NOP for
General Plan Reformat and Update
Sch# 85092510

Attached for your comment is the City of Santa Maria's Notice of Preparation of a draft Environmental Impact Report (EIR) for the General Plan Reformat & Update.

Responsible agencies must transmit their concerns and comments on the scope and content of the EIR, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of this notice. We encourage commenting agencies to respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Jerry E. Frasier
City of Santa Maria
110 East Cook Street
Santa Maria, CA 93454

with a copy to the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the review process, call Glenn Stober at 916/445-0613.

Sincerely,

John Ohanian

John B. Ohanian
Chief Deputy Director

Attachments

cc: Jerry E. Frasier

85092510

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X - Sent by Clearinghouse

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85092510

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916/322-3413

( ) Ed Anton
State Water Resources Control Board
Division of Water Quality
P.O. Box 100
Sacramento, CA 95801
916/445-9552

( ) Jerry Johns
State Water Resources Control Board
Delta Unit
P.O. Box 100
Sacramento, CA 95801

( ) Al Yang
State Water Resouces Control Board
Division of Water Rights
901 P Street
Sacramento, CA 95814
916/324-5716

(X) Regional Water Quality Control Board
Region # 3 City Santa Luis Obispo

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GEORGE DEUKMEJIAN, Governor

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS
1130 K STREET - 4TH FLOOR
MAIL P.O. BOX 1499
SACRAMENTO, CA 95807
(916) 322-3090
HQ TDD 323-7665

RECEIVED
1985
COMMUNITY DEVELOPMENT
DV.

Mr. Jerry Frazier
City of Santa Maria
110 East Cook Street
Santa Maria, CA 93454

Dear Mr. Frazier:

NOP for General Plan and
Update SCH #85092510

The Department of Transportation, Division of Aeronautics, has reviewed the above-referenced document with respect to those areas germane to its statutory responsibilities. Those areas include a project's potential impact on airport operations as well as airport-related noise and safety impacts on a project. The following suggestions are offered for your consideration.

Santa Maria Airport, an active airport with 166 based aircraft and over 94,000 annual operations, is located within the General Plan study area. Therefore, the DEIR should address the issue of compatible land uses for areas adjacent to the airport. Consideration given to the issue of compatible land uses should help to relieve future conflicts between airports and their surroundings.

Thank you for the opportunity to review and comment on the above proposal. We look forward to reviewing the DEIR.

Sincerely,

JACK D. KEMMERLY, Chief
Division of Aeronautics

Sandy Hesnard
Environmental Planner

ADDRESS ALL COMMUNICATIONS
TO THE COMMISSION
CALIFORNIA STATE BUILDING
SAN FRANCISCO, CA 94102
TELEPHONE (415) 557-9884

Tack S. Joe

Public Utilities Commission

STATE OF CALIFORNIA

October 23, 1985

FILE NO 183-24/EIR

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OCT 28 1985
COMMUNITY DEVELOPMENT
DV.

Jerry E. Frasier
City of Santa Maria
110 East Cook Street
Santa Maria, CA 93454

Dear Mr. Frasier:

This is in response to your Notice of Preparation of a draft Environmental Impact Report for the General Plan Amendment and Reformat, File Numbers: E-85-52, GP-85-5 and assigned SCH #85092510.

The staff has reviewed the information submitted and believes consideration should be given to the impacts affecting the railroad operations and grade crossings in the General Plan Study Area. We will be especially concerned with any change in circulation patterns of vehicles which could affect the railroad. As indicated on the drawing attached to the Notice, the Santa Maria Valley Railroad tracks bisect the City in a easterly/westerly direction. In addition, because of the numerous existing at-grade crossings in the area, these should also be reviewed for future need. Review of further growth, estimated vehicular traffic and probable land use may indicate necessary improvements to some of these crossings, closure of others (crossings) and/or need to construct grade separation structures at certain locations. Any update and reformat of the General Plan for the City of Santa Maria should, therefore, consider the above.

Very truly yours,

Donald R. Chew

DONALD R. CHEW, Supervisor
Transportation Projects Section
Railroad Operations & Safety Branch
Transportation Division

cc: Glenn Stober
Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

TSJ:emb

STATE OF CALIFORNIA—THE RESOURCES AGENCY GEORGE DEUKMEJIAN, Governor

DEPARTMENT OF FISH AND GAME

245 W. Broadway, Suite 350
Long Beach, CA 90802-4467
(213) 590-5113

RECEIVED
1985
COMMUNITY DEVELOPMENT
DV.

October 31, 1985

William H. Orndorff, Director
Community Development Department
City of Santa Maria
110 East Cook Street
Santa Maria, CA 93454

Dear Mr. Orndorff:

We have reviewed the Notice of Preparation of a Draft EIR for the General Plan Reformat and Update (SCH 85092510). We recommend that the Draft EIR:

1. Discuss the effects of proposed action on sensitive habitats such as riparian, aquatic, and oak woodland and associated wildlife resources both aquatic and terrestrial.

2. Discuss the direct, indirect, and cumulative impacts and measures for offsetting adverse impacts.

The project sponsor should be advised that diversion of the natural flow or changes in the channel, bed, or bank of any river, stream, or lake will require notification to the Department of Fish and Game as called for in the Fish and Game Code. This notification (with fee) and the subsequent agreement must be completed prior to initiating any such changes. Notification should be made after the project is approved by the lead agency. Also, the applicant should contact the Corps of Engineers as there may be a need for a Section "404" permit as required under the regulations of the Clean Water Act.

Thank you for the opportunity to review and comment on this Notice of Preparation. If you have any questions, please contact Kris Lal of our Environmental Services staff at (213) 590-5137.

Sincerely,

Bruce E. Eberhardt for

Fred A. Worthley Jr.
Regional Manager
Region 5

cc: K. Sasaki
Office of Planning & Research

RECEIVED OCT 2 8 1985

Santa Maria Elementary School District

October 23, 1985

OFFICE OF
Leroy R. Small, Ed.D.
DISTRICT SUPERINTENDENT

BOARD OF EDUCATION
George Acosta
Mary Burk
Richard Chenoweth
Jerry Dagna
Susan Wiener

ADMINISTRATION BUILDING
321 North Thornburg Street
P.O. Box 460, Santa Maria
California 93456
(805) 928-1783

Michael Brandman Associates
3140 Red Hill Avenue, Ste. 200
Costa Mesa, CA 92626

Attn: Julia M. LeBoeuf, Project Planner

This letter is written in response to your request for information dated October 8, 1985, concerning preparation of an Environmental Impact Report for the Santa Maria General Plan.

1. Names of the schools within the district:

   Adam, Alvin, Arellanes, Bruce, El Camino Junior High, Fairlawn, Fesler Junior High, Miller, Oakley, Rice and Tunnell

2. The capacity of each school:

Adam	671	Fesler Jr. High	780
Alvin	543	Miller	645
Arellanes	333	Oakley	618
Bruce	558	Rice	520
El Camino Jr. High	776	Tunnell	502
Fairlawn	523		

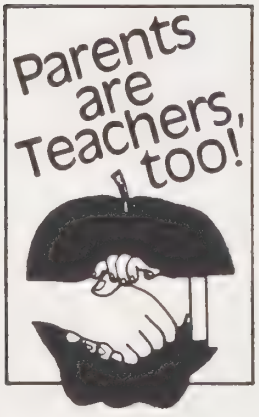
3. Last year's enrollment at each school:

Adam	* 718	Fesler Jr. High	700
Alvin	* 615	Miller	649
Arellanes	329	Oakley	* 646
Bruce	577	Rice	514
El Camino Jr. High	615	Tunnell	* 524
Fairlawn	517		

* 1984/85 - 4 temporary relocatables for extra students

[1985/86 - 18 temporary relocatables to handle growth]

[Growth is 300+ students per year]



4. Factor used in calculating new students by dwelling unit: .38 students per dwelling unit

5. Current problems related to capacity, bussing or existing facilities:

One problem is that enrollment is higher at the lower grade levels, and as you move those grades up, overcrowding results. The District will need 10 more classrooms next year and each following year due solely to this indigenous growth.

A second problem is that tract maps have already been approved in Santa Maria generating approximately 2,000 units. Using the calculation factor of .38, this would equal 760 new students.

No problems of overcrowding currently exist at the junior high level.

6. Future needs:

The Santa Maria Elementary School District currently has a school in the design stage. In addition, the District is now leasing 22 temporary relocatable classrooms.

In conclusion, any additional residential units that are contemplated to be built in this city would seriously impact the school district. The district has requested the City to impose mitigation measures to help relieve the shortage of classrooms.

Please let me know if I may provide any further information.

Very truly yours,

Leroy R. Small, Ed.D.
Superintendent

LRS/jlr
c: Board of Education
Mr. William Orndorff
Mr. Brian Hall
Dr. Jack Garvin



LARRY [illegible]
[illegible]
[illegible]

RECEIVED OCT 2 [illegible]

October 25, 1985

Julia LeBoeuf
Michael Brandman Associates
3140 Red Hill Avenue
Suite 200
Costa Mesa, CA 92626

Julia:

The following information is provided in response to your letter of October 8, 1985.

1. The names of the schools in the Santa Maria Union High School District are: Santa Maria High School, Righetti High School, and Delta High School.

2. The capacity of Delta is approximately 250; Santa Maria 2,000; and Righetti 1,900.

3. The peak enrollment at each school last year was; Delta 364, Santa Maria 1,892, and Righetti 1,668.

4. The district uses a student generation rate of .18 for each residential unit.

5. The Board of Trustees has declared the schools to be impacted due to existing enrollment and residential units approved but not yet constructed. This action was taken in March 1985, pursuant to authority granted by the government code. The City of Santa Maria has been notified of this action and developer fees have been requested as authorized by SB 201.

   The district's pupil transportation system is operating at capacity and any further residential development will have a negative impact upon this support service.

6. The district will need additional classrooms and buses as a direct result of residential development approved by the City of Santa Maria.

Sincerely,

Wally Upper

Wally Upper
Assistant Superintendent/Business

RECEIVED DEC - 5 1985

ORCUTT Union School District

Where a Dedicated Staff Means
KIDS COME FIRST

BOARD OF TRUSTEES

JOHN KARAMITSOS
President
GEORGE HESSER
Clerk
VIRGINIA MASON
LUELLA SNYDER
ANN WALSH

JACK C. GARVIN, Ed. D.
District Superintendent
HAROLD E. BLACK, Ed. D.
Associate Superintendent

November 22, 1985

Julia M. LeBoeuf
Project Planner
Michael Brandman Associates
3140 Red Hill Avenue, Suite 200
Costa Mesa, CA 92626

Dear Julia:

As a follow-up to our conversation Friday, November 22, we are sending you the following information which you have requested. Questions one through three are attached. An analysis of this data shows that we had a net increase in student projections from June 1985 until today of 179 students. This is an increase of 8.4% in K-6 enrollment. We are also enclosing the June 1985 and today's Enrollment Report. In analyzing this data you should be aware that -

1. We have a contractual obligation with our teachers association of 28 to 1 at the K-6 level. We are above this ratio in each of the K-6 schools this year.

2. Site capacity is based on the allocation of rooms for 7 special education classes, one media center for each school and one room for a computer lab and/or resource specialist program.

If we experience the same growth this summer our K-6 schools will be at capacity by the start of the next school year. We are using the following generation factors:

Land Use	Generation Factor
Low-Density Residential	0.72 Students per d.u.
Medium-Density Residential	0.12 Students per d.u.
High-Density Residential	0.25 Students per d.u.

Attached is a survey of projects currently approved or under construction in our attendance area. This survey from the County shows a total of 721 single family homes and 1,024 condos. Using our generation factors this would give us 519 students from the single family homes and 256 students from the condos. We also have under construction at the present time 256 condos and town houses and 603 single family homes under the direction of the City of Santa Maria. This would be 434

students from the single family homes and 65 students from the condos and town houses. This gives us a projected increase in student enrollment of 1,274 students. It is anticipated that all of these projects will probably be completed in the next three to five years. Our projections indicate that we will be short housing for 884 students which is 32 classrooms. It will require approximately 10 additional busses to transport these students as the majority will have to be bussed.

Enclosed is a Projected Population and Household Demand for our area for 1980 through 2000. This indicates an increase in household demand of 3,500 units. We have approximately 2,700 units under construction at the present time . If these projections are accurate, this would mean an additional 800 units with a possible increase in student population of 500. Another factor that we are experiencing is the increased birth rate for women in the 30 to 39 age group. We do not have any data at this time which provides good projections. You can see from our enrollment reports that we are experiencing an increase in Kindergarten enrollment. This has been true over the past two years and seems to be a state-wide trend.

Sincerely,

Jack C. Garvin, Ed.D.
District Superintendent

Harold Black, Ed.D.
Associate Superintendent

JCG/HB/ng

Attachment

ORCUTT UNION SCHOOL DISTRICT

School	Level	Capacity	1984-85 Enrollment	1985-86 Enrollment	Difference	Percent
Dunlap	K-6	448	488	431		
Grisham	K-6	420	391	354		
Nightingale	K-6	392	316	280		
Patterson	K-6	420	346	310		
Pine Grove	K-6	420	360	358		
Shaw	K-6	420	409	398		
TOTAL K-6		2,520	2,310	2,131	+ 179	+ 8.4
Lakeview	7-8	348	250	286		
Orcutt	7-8	516	434	469		
TOTAL JR. HI		864	684	755	- 71	- 9.4
DISTRICT TOTAL		3,384	2,994	2,886	+ 108	

O R C U T T U N I O N S C H O O L D I S T R I C T

COUNTY HOUSING SURVEY

LOCATION	NAME	STATUS
8	Crestwood	63 (SFD) grading
19	Northpoint	72 (condo)
22	Tiffany	18 (SFD)
29	Via Pavion	4 (SFD)
30	Via Pavion	27 (SFD) final map
31	Terrabella	14 (SFD)
32	Foxenwood	4 (SFD) 60 (condo)
33	Rennavista	4 (SFD) (U)
35	Foxenwood	48 (SFD)
36	Rhoadarmer	4 (SFD) (U)
39	Torres	7 (SFD) (U)
40	Bakers	53 (SFD) (O)
42	Oakridge	22 (SFD) TE 2/86
43	Windsor Manor	89 (condo) TE 4/84
44	Orcutt Gardens	29 (SFD) Failed to Record TE 8/84
45	Mooncrest	28 (SFD) TE 5/11/86
47	BFM	80 (condo)
50	Ferravanti/Arnoldi	8 (SFD)
51	Molina/Flynn	32 (condo)
52	Wilks	5 (SFD)
53	Mohawk Village	32 (condo) TE 3/22/85
54	Oakhurst	9 (SFD)
55	Oakhurst	25 (SFD)
56	Southpoint	43 (SFD)
57	Porter Highlands	52 (SFD)

LOCATION	NAME	STATUS
58	Corona Verde	210 (condo)
60	Edgewood	235 (condo)
61	Crabtree	7 (SFD)
62	Oakhill	26 (SFD)
63	Kelly/Johnson	10 (SFD)
64	Elkhorn Hills	79 (SFD)
67	Hammond	9 (SFD)
68	Barnett	9 (SFD)
69	Thayer	6 (SFD)
70	Ragus	5 (condo)
71	De La Rosa	13 (SFD)
72	Hodge	209 (condo)
73	Brady	57 (SFD)
74	Eames	27 (SFD)
75	Kim	11 (SFD)

TOTAL SFD: 721
TOTAL CONDOS: 1,024

Sunrise Hills (City of Santa Maria)	485 SFD
McCoy Project	118 SFD
McCoy	192 Condos 70 Town Houses

TOTAL SFD: 603

TOTAL CONDOS & TOWN HOUSES: 262

10/21/85

ORCUTT UNION SCHOOL DISTRICT
ENROLLMENT REPORT FOR WEEK ENDING JUNE 14, 1985

GRADES	DUNLAP	GRISHAM	NIGHTINGALE	PATTERSON	PINE GROVE	ALICE SHAW	LAKEVIEW	ORCUTT	TOTAL TEACHERS	TOTAL STUDENTS	CLASS AVERAGE
Kindergarten	24	27	29	31	31	29					
	26	26			30	28					
Kindergarten/ First Combination	12		19	22		12			12.3	346	28.1
	15		8	8		18					
First	28	28	28	30	28	30					
	26				29						
First/ Second Combination		19		10		8			11.0	313	28.5
		10		21		20					
Second	30	27	31		31	26					
	32										
Second/ Third Combination			22	15	10	10			9.6	285	29.7
			8	17	20	18					
Third	30	32	28		31	29					
	30										
Third/ Fourth Combination		22		22					9.5	287	30.2
		8		10							
Fourth	30	31	23	25	33	27					
	31					27					
Fourth/ Fifth Combination		15	16	7	23	14			11.0	320	29.1
		17	13	26	11	15					
Fifth	29	33			31	26					
	29										
Fifth/ Sixth Combination	6		20	17		14			9.5	287	30.2
	23		8	17		16					
Sixth	30	31	27	32	25	31					
		28			25				10.1	293	29.0
Seventh							134	210		344	
Eighth							152*	259		411	
SUBTOTALS	431	354	280	310	358	398	286	469		2886	
AVERAGES	28.7	29.5	28.0	31.0	29.8	28.4	24.7	24.4			27.8
Severely Handicapped		16									
Communicatively Handicapped			10/6								
Learning Handicapped				11	11	11		18	T=	83	
GRAND TOTALS	431	370	296	321	369	409	286	487		2969	

6-13-85

* Indicates a Home & Hospital Student

LAST WEEK'S ENROLLMENT SUB TOTAL 2895 GRAND TOTAL 2978

LAST YEAR'S ENROLLMENT SUB TOTAL 2829 GRAND TOTAL 2916

ORCUTT UNION SCHOOL DISTRICT
ENROLLMENT REPORT FOR WEEK ENDING NOVEMBER 22, 1985

GRADES	DUNLAP	GRISLAM	NIGHTINGALE	PATTERSON	PINE GROVE	ALICE SHAW	LAKEVIEW	ORCUTT	TOTAL TEACHERS	TOTAL STUDENTS	CLASS AVERAGE
Kindergarten	28/27	27	26	31	30	26					
	27	27		31	29	30					
Kindergarten/ First Combination			18			9			13.0	366	28.2
			9			19					
First	29	27	28	29	29	31					
	28	28		30	28						
First/ Second Combination	10		11			8			12.0	344	28.7
	18		17			21					
Second	29	33		27	26	30					
	28										
Second/ Third Combination		24	21	19	25				10.9	318	29.2
		9	9	7	6						
Third	28	30	29	27	32	25					
	32										
Third/ Fourth Combination	11	9	19	7	9	24			10.6	313	29.5
	20	21	10	22	22	7					
Fourth	30	31	28		26	26					
Fourth/ Fifth Combination	20	7		17		19			10.5	306	29.1
	11	24		11		10					
Fifth	30	32	29	29	34	32					
						32					
Fifth/ Sixth Combination	19	8	19	9	25				11.5	354	30.8
	9	23	11	21	7	30					
Sixth	26	31	32	29	32	30					
	28								10.4	309	29.7
Seventh							116	216		332	
Eighth							134	218		352	
SUBTOTALS	488	391	316	346	360	409	250	434		2994	26.7
AVERAGES	28.7	30.1	28.7	28.8	30.0	29.2	24.0	23.2			
Severely Handicapped		7									
Communicatively Handicapped			11/8								
Learning Handicapped		11		12	11			14	T=	74	
GRAND TOTALS	488	409	335	358	371	409	250	448		3068	

11/21/85

LAST WEEK'S ENROLLMENT SUBTOTAL 2984 GRAND TOTAL 3053

LAST YEAR'S ENROLLMENT SUBTOTAL 2843 GRAND TOTAL 2919

TABLE 1
FORECAST 85, PROJECTED POPULATION AND HOUSEHOLD DEMAND

Market Area	1980	1985	1990	1995	2000	Change 80-2000
Cuyama Market Area						
Total Population	1,200	1,200	1,300	1,300	1,300	100
Household Demand	400	400	400	400	400	0
Lompoc Market Area						
Total Population	44,800	52,300	56,600	59,600	61,200	16,400
Household Demand	14,900	17,800	19,500	20,800	21,600	6,700
City of Lompoc						
Total Population	26,300	31,100	32,800	33,900	34,300	8,000
Household Demand	9,400	11,400	12,100	12,700	13,000	3,600
Unincorporated Area						
Total Population	18,500	21,200	23,800	25,700	26,900	8,400
Household Demand	5,500	6,400	7,400	8,100	8,600	3,100
Santa Ynez Market Area						
Total Population	14,100	16,800	20,700	20,800	20,800	6,700
Household Demand	5,300	6,400	8,000	8,000	8,000	2,700
City of Solvang						
Total Population	3,100	3,800	7,400	7,600	7,600	4,500
Household Demand	1,300	1,600	3,000	3,000	3,000	1,700
Unincorporated Area						
Total Population	11,000	13,000	13,300	13,200	13,200	2,200
Household Demand	4,000	4,800	5,000	5,000	5,000	1,000
Santa Maria Market Area						
Total Population	67,800	82,800	91,700	100,600	104,600	36,800
Household Demand	22,700	28,600	32,200	35,900	37,800	15,100
City of Guadalupe						
Total Population	3,600	4,300	4,700	5,000	5,200	1,600
Household Demand	1,000	1,200	1,300	1,500	1,600	600
City of Santa Maria						
Total Population	39,700	48,000	52,900	57,900	60,000	20,300
Household Demand	14,000	17,500	19,600	21,700	22,800	8,800
Unincorporated Area						
Total Population	24,500	30,500	34,100	37,700	39,400	14,900
Household Demand	7,700	9,900	11,300	12,700	13,400	5,700
South Coast Market Area						
Total Population	170,800	178,100	181,400	182,600	181,900	11,100
Household Demand	66,100	69,500	71,000	71,700	71,700	5,600
City of Carpinteria						
Total Population	10,800	11,400	12,000	12,400	12,200	1,400
Household Demand	4,000	4,300	4,600	4,800	4,800	800
City of Santa Barbara						
Total Population	74,400	77,000	79,600	81,200	80,700	6,300
Household Demand	32,500	33,600	34,500	35,000	34,900	2,400
Unincorporated Area						
Total Population	85,600	89,700	89,800	89,000	89,000	3,400
Household Demand	29,600	31,600	31,900	31,900	32,000	2,400
Santa Barbara County						
Total Population	298,700	331,200	351,700	364,900	369,800	71,100
Household Demand	109,400	122,700	131,100	136,800	139,500	30,100

Appendix B

Comments on Draft EIR and Responses to Comments

The Draft EIR was circulated for public review and comment from July 19 through September 2, 1986. The Draft EIR was distributed to the following:

1. California Office of Planning and Research (State Clearinghouse for state agencies)
2. Caltrans-District 5
3. Santa Barbara County-Cities Area Planning Council
4. Santa Maria Elementary School District
5. Santa Maria Joint Union High School District
6. Orcutt Union High School District
7. Santa Maria Public Airport District
8. Local Agency Formation Commission
9. County Flood Control and Water Conservation District
10. County of Santa Barbara:
    a. Resource Management Department
    b. Public Works Department
    c. Health Care Service Department
    d. Fire Department
    e. Dept. of Transportation
    f. Parks Department
11. County of Santa Barbara Housing Authority
12. Laguna Sanitation District
13. California Cities Water Company
14. Santa Maria-Lompoc NAACP
15. Santa Maria Area Transit
16. Santa Maria Valley Railroad
17. Santa Maria Valley Developers
18. Santa Maria Chamber of Commerce
19. Santa Maria Board of Realtors
20. Santa Maria Valley Contractors Association
21. California Rural Legal Assistance
22. Supervisor Toro Miyoshi, Fifth District
23. California Department of Housing and Community Development

On the following pages are the written comments received on the Draft EIR; responses to comments follow each letter. The Final EIR consists of the text of the Draft EIR and the comments and responses to comments.

SANTA BARBARA COUNTY-CITIES

Area Planning Council

An Association of Local Governments in Santa Barbara County

RECEIVED AUG 2 2 1986

A

RECEIVED
AUG 20 1986
COMMUNITY DEVELOPMENT
DV.

August 19, 1986

Mr. Jerry Frasier
Senior Planner
Community Development Department
City of Santa Maria
110 E. Cook Street
Santa Maria, CA 93454

Dear Mr. Frasier:

We have reviewed the DEIR for the Housing Noise and Safety Element of the Santa Maria General Plan and offer the following comments.

P. 1 Para-1. Its not clear why circulation is omitted from the introductory paragraph. | 1

P. 2-3 Noise-Transportation - Circulation: Approval of future housing development will increase ADT and noise impacts. | 2

P. 4 Section 2.1 Should briefly describe changes made to the elements. Its just not clear what the project is. | 3

Section 2.2 Density increases which would result from policies to develop affordable housing will have a direct impact on population growth, school enrollment, and public service demand. These should be addressed. The reason for the land use impacts relates back to actions taken in the Housing Element. | 4

There is lack of attention given to internal consistency among the various elements. Do housing programs and policies encourage development consistent with job generation potential of commercial-industrial development? Since this is an emerging regional issue this should be evaluated. | 5

Mitigation measures identified in EIR are all permissive, i.e. "The City Should" rather than recommending specific and more aggressive mitigation. | 6

P. 16 A list of significant stationary point sources should be added. The report should quantify the distribution of emissions among sources. | 7

P. 35 This section lacks detail which is surprising considering the overdraft issue. The section should provide more information on water demand by use, e.g. agriculture, residential, and by basin. It's not clear how much water the City gets from the Orcutt storage unit and the larger basin. In addition, are there supplemental water options in addition to state water? | 8

P. 40 Mitigation measure No. 3. Mitigation is identified for non-critical facilities but not for critical facilities. This should be remedied. Also, change "evaluated" to "elevated." | 9

922 Laguna Street • Santa Barbara, California 93101 • (805) 963-7194

MEMBER AGENCIES: City of Carpinteria, City of Guadalupe, City of Lompoc, City of Santa Barbara, City of Santa Maria, City of Solvang, County of Santa Barbara

Mitigation measure No. 4. Shouldn't the information be provided to prospective homebuyers before they buy? | 9

P. 42 Discuss local hazardous waste generation and local hazardous waste disposal. | 10

P. 47 Electirity from oil and gas omitted. | 11

Thank you for the opportunity to comment.

Sincerely,

Michael G. Powers
Area Planner

MGP:cf

A. Michael G. Powers, Santa Barbara County-Cities Area Planning Council

A-1. Text to be revised. Introductory paragraph will include the mention of circulation as one of the included elements.

A-2. The draft housing element is based on and consistent with projections within the existing Land Use Element. Due to lack of significant changes in land use patterns, further development is not expected to increase ADTs or even significantly affect existing patterns of circulation.

A-3. Primary changes to the three updated elements (Housing, Safety and Noise), involved data updates, organizational and structural reformatting and the redefining of relevant goals, policies and objectives. The project is the adoption of the three updated elements of the city's general plan by the City of Santa Maria.

A-4. As mentioned in A-2, the Housing Element update is consistent with the existing land use element of the general plan. The Land Use Element provides for growth impacts associated with housing development. The updated Housing Element's policies and programs are based on the growth potential that is reflected in the existing land use element of the General Plan. This issue can be more closely addressed once future changes have occurred within the Land Use Element.

A-5. The updated Housing Element points out the fact that a substantial amount of land had been designated for commercial/industrial development within Santa Maria's General Plan Land Use Element. The city is considering rezoning some of this "oversupply" of industrial acreage to allow for future residential development. These actions are intended to provide for more future balance between jobs and housing as well as to ensure internal consistency within the general plan.

A-6. The comment is noted.

A-7. According to Bobbie Bratz of the Santa Barbara County Air Pollution Control District, there are no stationary point sources within the Santa Maria city limits that meet the Districts criteria as being substantial (i.e., facilities that emit 10 tons or more per year of a criteria pollutant). Nevertheless, a listing of stationary point sources within outlying areas of the city will be included in the text.

A-8. It is acknowledged that the "overdraft" situation is an issue in Santa Maria. The text will be revised to include net water demand by type use as per Santa Barbara County Flood Control and Water Conservation District figures. As it stands, approximately 75 percent of water demanded was for agriculture and 25 percent of water demanded was for urban use in 1980. Total storage in the Santa Maria ground water basin approximates 2.5 million acre-feet. Supplemental water options include:

- Development of Round Corral Reservior
- Desalination of Sea Water

A-9. Mitigation measures for the location of critical facilities shall be included as per Flood Plain requirements of the Santa Maria zoning code.

Typographical error noted, "evaluated" shall be changed to "elevated."

The last sentence shall be revised to include prospective homebuyers as well as those in the real estate profession.

A-10. Comment noted. The State Hazardous Waste Management section is being contacted in Sacremento. We are hoping that specific manifest data relating to hazardous waste generation and disposal in Santa Maria will be provided so that this issue can be properly addressed in the element update

A-11. Comment acknowledged. Text will be revised to include mention of electricity generated from oil and gas.

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GEORGE DEUKMEJIAN, Governor

DEPARTMENT OF TRANSPORTATION
P.O. BOX 8114, SAN LUIS OBISPO, CA 93403-8114
TELEPHONE (805) 549-3111

B

RECEIVED
AUG 18 1986
COMMUNITY DEVELOPMENT
DV _____

Mr. Jerry E. Frasier
Planning Department
City of Santa Maria
110 E. Cook Street
Santa Maria, CA 93454

Date: Aug. 18, 1986

File: SB-101
Santa Maria G.P. DEIR

SCH#: 85092510

Subject: Intergovernmental Review

Dear Mr. Frasier:

Caltrans District 5 staff has reviewed the aboved-referenced document. The following comments were generated as a result of the review:

The general plan fails to delve into the importance of Route 101 to the city's circulation. It should be noted that Route 101 will be operating at capacity by the year 2000 from Santa Maria Way to the San Luis Obispo county line. This will be reflected in Caltrans' Route 101 Concept Report to be updated early next year. 1

It should also be noted in the circulation element that most of the interchanges with Route 101 will soon be deficient or already are deficient, such as Betteravia Road. For these interchanges to operate at an acceptable level of service in the future, bridges must be widened and ramps relocated. It was interesting to see that the only mention made of interchange deficiencies was to Main Street (Route 166) and Route 101. This interchange was recently improved by Caltrans to correct the deficiencies mentioned in the general plan. 2

These improvements to Route 101 could easily exceed $20,000,000. Other than the Betteravia Road interchange, Caltrans has no money scheduled or planned to improve Route 101 in the Santa Maria valley. 3

It is felt that key intersections with Broadway (Route 135) will also deteriorate to an unacceptable level as growth continues in Santa Maria. Again, Betteravia Road is an example. On page C.7, under implementation programs, the restriping of Broadway between Stowell Raod and Cook Street to 6 lanes was mentioned. This cannot take place without the acquisition of right-of-way to provide the necessary roadway width. 4

Please send us a copy of the completed General Plan and Environmental Impact Report when they are available. Thank you for the opportunity to comment.

If you have any questions, please contact me at (805) 549-3139.

A. C. Carlton
District 5
Intergovernmental Review Coordinator

cc: Terry Roberts, State Clearinghouse
JMA,JAH,TWC

B. **A. C. Carlton, District 5 Intergovernmental Review Coordinator, Department of Transportation**

B-1. This project does not include circulation element as one of the updated elements. An update on the circulation element will be performed next year and will then address the issue you have mentioned.

B-2. Refer to B-1.

B-3. Refer to B-1.

B-4. Refer to B-1.

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COMMUNITY DEVELOPMENT

SANTA MARIA PUBLIC AIRPORT

3217 SKYWAY DRIVE • SANTA MARIA, CALIFORNIA • 93455 TELEPHONE 805/922-1726

DAN J. HOBACK
General Manager
BRENT S. SKINNER
Asst. General Manager

RICHARD A. HULME
President
BURT E. FUGATE, Vice President
SUSAN MANN, Secretary
ELAINE A. HALL
J. WESLEY KEW
JEFFREY G. JORGENSEN, Counsel

August 15, 1986

William Orndorff, Director
Community Development Department
City of Santa Maria
110 East Cook Street
Santa Maria, CA 93454

Attention: Jerry E. Fraiser, Senior Planner

Re: Draft Housing, Noise and Siesmic Safety and Safety Elements for the Santa Maria General Plan, E-85-52, GP-85-5 and supporting EIR.

Dear Mr. Orndorff:

The Santa Maria Public Airport District has reviewed the subject Environmental Impact Report and accompanying Draft General Plan and forwards the following comments and recommendations:

Draft Noise Element: California Government Code, Division 1, Planning and Zoning, Chapter 3, Local Planning, Article 5, Section 65302 (f) requires a General Plan including among other things:

> "A Noise Element which shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for commercial, general aviation, heliport, helistop and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation."

The draft noise element, even though it is an update, clearly relies upon and contains noise contours associated with airport operations which were developed in 1978 (page T-N.20) without the benefit of current "state of the art" noise modeling techniques, particularly Version 3.8 of the Federal Aviation Administration's Integrated Noise Model (INM). 1

Computer generated noise contours are available in the Draft Airport Master Plan. The Noise Exposure Map - Runway Capacity Case III noise contours, including the 55 CNEL contours, should be integrated into the Noise Element of the General Plan in order to adequately describe future noise impacts resulting from airport operations. The issue of noise should be examined in the EIR as a Class I or Class II Impact depending upon Housing Element policy prior to certification of the EIR and adoption of the Noise Element. 2 3

The Draft Airport master Plan and Noise Compatibility Study should be included in the bibliography of documents used in the preparation of the General Plan. 4

Draft Seismic Safety and Safety Element: The issue of public safety relative to aircraft mishap near the airport should be addressed using Draft Master Plan capacity and projected fleet mix forecasts. New buildings and other permanent, above-grade, structures should not be permitted within an area bounded by the building restriction line appropriate to the classification of runway on either side of the extended centerline and the outer extremity of the associated approach zone. Recreational uses generating large concentrations of people should also be prohibited. 5 6 7

Development plans which are projected to attract more than 25 persons per gross acre of property subject to the plan should not be approved for property lying beneath commonly used flight paths at the airport. (Portions of Safety Area 3 in the Airport Land Use Commission - Airport Land Use Plan). 8

Implementation Program 1 page S.S.6 should be amended to provide for these specific areas. 9

Draft Housing Element: The housing element policies and objectives should include a provision for grant of avigation easement to the airport as a condition of approval of new residential development plans when the property being developed is totally or partially within the projected 55 CNEL contour for the airport. 10

Where new residential development is influenced by the 55 CNEL contour architectural treatment should be required which is sufficient to reduce habitable interior noise levels by not less than 20 dba. 11

We fully understand that these recommended policy statements exceed the minimum requirements of laws regulating each subject indicated above. We feel, however, that the overall object of the plan for preserving the City's character and environment is better served when full disclosure of prospective environmental consequences of growth is incorporated and reasonably provided for.

Sincerely,

DAN J. BOBACK
General Manager
Santa Maria Public Airport District

DJB:tgw
WP4-NOISE

C. Dan J. Hoback, Santa Maria Public Airport District

C-1. The draft noise element contains existing and future noise contours as provided in the 1980 adopted Airport Master Plan. Although noise modeling techniques have progressed over the years, the noise contours in the draft noise element still represent the officially adopted airport noise contours.

C-2. The recently completed Draft Airport Master Plan contains updated noise contours. When the Airport Master Plan is officially adopted, the existing and future noise contours currently found in the draft noise element should be replaced with those found in the Airport Master Plan.

C-3. The adoption of the noise element will only encourage noise and land use compatibility planning and not result in Class I or Class II impacts.

C-4. Comment noted. The following documents are hereby included in the bibliography;

Santa Maria Public Airport District. Master Plan for Santa Maria Public Airport. April, 1986.

Santa Maria Public Airport District. FAR Part 150Airport Noise Compatibility Study. January, 1986.

C-5. Comment acknowledged. The issue is addressed in the Draft Santa Maria Airport master Plan. When the plan is adopted, the city will include the information in the text of the element.

C-6. Comment acknowledged. City's zoning for approach areas is consistent with the comment.

C-7. Comment acknowledged.

C-8. Comment acknowledged.

C-9. Comment acknowledged.

Santa Maria Union High School District
[illegible] SOUTH LINCOLN STREET • SANTA MARIA, CALIFORNIA [illegible]
[illegible]
LARRY G. REITAN

D

RECEIVED
JUL 29 1986
COMMUNITY DEVELOPMENT
DV. Jerry

July 29, 1986

Bill Orndorff, Director
Community Development Department
City of Santa Maria
110 East Cook Street
Santa Maria, CA 93454

Bill:

In response to your letter of July 18, requesting comments on the general plan EIR the district completely agrees with the unavoidable adverse impact for public schools conclusion on page 33.

Due to this conclusion in the EIR the district disagrees with the placement of the public school impact in Class III, Impacts Found Not To Be Significant in the summary on page 5. The district feels a more appropriate placement would be Class II, Significant Adverse Environmental Impacts That Can Be Feasibly Mitigated or Avoided. The district requests this change. 1

Sincerely,

Wally Upper
Wally Upper
Assistant Superintendent
Business Services

cc: Leroy Small
Jack Garvin

kh

D. **Wally Upper, Santa Maria Union High School District**

D-1. Comment acknowledged.

Santa Maria Elementary School District

August 25, 1986

E

OFFICE OF
Leroy R Small Ed D
DISTRICT SUPERINTENDENT

BOARD OF EDUCATION
George Acosta
Mary Burk
Richard Chenoweth
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ADMINISTRATION BUILDING
321 North Thornburg Street
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RECEIVED SEP - 3 1986

Mr. Jerry Frasier
Senior Planner
City of Santa Maria
110 E. Cook St.
Santa Maria CA 93454

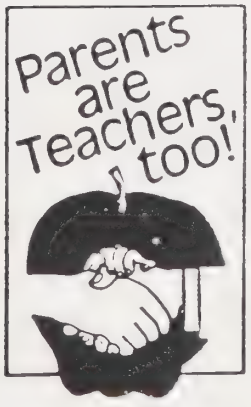
CITY OF SANTA MARIA GENERAL PLAN
DRAFT ENVIRONMENTAL IMPACT REPORT
SCH 85092510

Thank you for giving the Santa Maria Elementary School District an opportunity to review your draft environmental impact report. The following comments express our suggestions for further consideration.

Page 23, second paragraph - The statement "The apparent aging is a result of lower birth rates among whites and the increased number of young professionals arriving into the city" is stated as a fact. I would suggest consideration be given to the reference where data can be found to substantiate your statement. The District's survey of the birth rates during the last five years have indicated a trend that would support a statement contrary to your statement. (see attachment) 1

The third paragraph indicates the population is almost 63% white and 30% Hispanic. You might want to note that the primary school age population shows the Hispanics at 51% and increasing. 2

The fourth paragraph states that families are decreasing in size with individuals deferring their families or choosing not to have children. Again, our findings indicate that as the population is increasing, so is the birth rate increasing in Santa Maria. 3



Page 26, third paragraph - It is indicated that the increase in housing is not considered to be significant if programs contained in the General Plan are implemented including measures to provide adequate public services. An increase of 1,150 persons per year should include a minimum of 300 students. At present, the City has no method of mitigating its share of the funds necessary to house this annual growth in student population.

The last sentence on Page 26 states "The city should increase the number of affordable housing units for low and moderate income households." Low and moderate income households produce the largest number of school age children. Therefore, while the city is increasing its low and moderate income housing, it is also increasing the impact upon the school district.

Page 32 , paragraph 2, indicates that the Santa Maria Elementary School District serves a K-6 population. It should state a K-8 population is served.

Following the last sentence in paragraph 2, I would suggest that it may be true that all three school districts may reach student capacity within the next two years. The letter the Santa Maria Elementary School District submitted on October 23, 1985, which appears in the Appendix, indicates we have reached capacity and have far exceeded it inasmuch as at the time this letter was written we had 22 temporary relocatable classrooms. Since that time, we have added 4 more relocatable classrooms and have increased the student ratio by 1.5 students per class. The projected student ratio for the 1986-87 school year is 30.5 to 31.5 which is a minimum of three students more per classroom than what the Orcutt Union School District projects. Therefore, a statement recognizing that the Santa Maria Elementary School District has, in fact, more than reached its capacity would be helpful. A growth rate of approximately 180 to 300 students per year capacity is not the question--the question is how do we survive.

Page 33, paragraph 1 - Obviously the school district supports this mitigation measure and appreciates it being stated here. However, a stronger statement would be appreciated such as "Without a developer fee prior to the issuance of building permits for all residential projects, elementary school classrooms cannot be provided in an orderly, responsible manner." 8

Again, we appreciate the opportunity to comment on this draft environmental impact report.

LEROY R. SMALL

sam

c: Board of Education

E. **Le Roy A. Small, Santa Maria Elementary School District**

E-1. Comment noted. Revision will include updated birth rate information. Previous data were extrapolated from 1980 census.

E-2. Comment noted; however, statistics within the population characteristics section of the EIR reflect overall city statistics and not those of one particular age group.

E-3. Comment noted.

E-4. The City of Santa Maria's updated Housing Element includes provisions for anticipated growth in demand for housing, particularly for those of low and moderate income. This issue is addressed in the section illustrating programs for implementation.

E-5. Comment noted. City must initiate mitigation program in order to address the issue.

E-6. Comment noted. Text will be revised to state that district serves K through 8.

E-7. Comment acknowledged. See E-5.

E-8. Comment noted. Mitigation measures believed to be adequate to address needs of District.

SANTA BARBARA COUNTY-CITIES

Area Planning Council

An Association of Local Governments in Santa Barbara County

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F

August 29, 1986

Mr. William Orndorff, Director
Community Development Department
City of Santa Maria
110 East Cook Street
Santa Maria, CA 93454-5190

Dear Mr. Orndorff:

Staff of the Santa Barbara County-Cities Area Planning Council have reviewed the Draft Reformatted and Updated General Plan and the draft EIR (E-85-52) for the General Plan revisions comments on the documents are enclosed.

Thank you for this opportunity to review and comment upon these documents.

Sincerely,

Michael G. Powers for

Gerald R. Lorden
Executive Director

GRL:sh

Enc:

922 Laguna Street • Santa Barbara, California 93101 • (805) 963-7194

MEMBER AGENCIES: City of Carpinteria, City of Guadalupe, City of Lompoc, City of Santa Barbara, City of Santa Maria, City of Solvang, County of Santa Barbara

1. P. L.U.2, assumption 4. This seems to contradicte the state water importation assumption outlined in the environmental review. 1

2. P.L.U.4. Land Availability expansion onto private agricultural soils shoud be avoided. 2

3. P. L.U.7 The text should differentiate between the federal and state standards for ozone. While the state standard for ozone is exceeded about eight times per year, currently the federal ozone standard is not exceeded in the Santa Maria area. 3

4. P. L.U. 29 Implementation Program -- This paragraph does not present a program to emplement the listed objective (objective L.U.4.a). 4

5. P. C.2, 1st. paragraph. The SCOTS Regional Transportation Study (RTP)" should be referenced as the Regional Transportation Plan (RTP) of the Santa Barbara County-Cities Area Planning Council (APC). 5

6. P. C.4 Findings Section, 2nd. paragraph. The finding that the current capacity of Blosser Rd. is expected to be adequate to serve the projected nees conflicts with the findings in the APC Rte 135 Corridor Study. In that study, an emerging bottleneck was identified at the Blosser Rd/Rte 166 intersection. The deficiencies analysis for the Rte 135 Corridor Study indicated that future congestion is expected on Blosser Rd. in two locations due to inadequate roadway capacity; from Betteravia Rd. to Stowell Rd., and from Cook St. to Route 166. 6

7. P. C.4 Findings Section, 3rd. paragraph. Miller St. has an existing bottleneck, north of Stowell Rd., which is not reflected in this section. 7

8. P. C.5, 3rd. paragraph, 1st. sentence. Implication is that an analysis has been performed concerning projected traffic demands vs. roadway capacity, yet there is no reference. Were detailed traffic studies the basis for these findings? If so, reference should be included. Which roadways are referred to here as having projected current capacities adequate to accomodate projected demand? The east-west streets? If so, this sentence belongs in the prior paragraph. As written, the paragraph is confusing in that it states no capacity problems are anticipated, yet goes on to list particular present and anticipated problems that the circulation element addresses. 8 9 10

9. P. C.6. Final paragraph. Reference should be included to document these findings. 11

10. P. C.7 Implementation Programs #2. How about Miller St. north of Stowell? This street has been identified as having an existing bottleneck. The Rte 135 study identified future inadequacies on Broadway in three locations; from Santa Maria Way to Betteravia Rd. the intersection at Stowell Rd., and from Fester Rd. to Donavan Rd. The restriping of Broadway between Stowell Rd. and Cook St. will alleviate only one of these inadequacies. 12

11. Circulation element in general - Were any deficiency analyses performed which resulted in the proposed revisions? If so they are not referred to. 13

12. P. N.5 It's not clear how the 55-60d6 CNEL contour level is addressed. It is mentioned but then ignored. Cite source for Airport Noise Contours. 14

13. P. N.11. Artifical noise barriers are omitted. Since these are used in many areas of the city shouldn't they be identified. 15

14. P. N.12. Goal N.2,a No 1. See comment No. 3 regarding 55 dB CNEL standard. 16

15. P. P. N. 11 No. 6 and N. 17. The program statements should be strengthened to avoid future problems and establish a closer relationship with the Santa Maria Public Airport District, and, the Santa Barbara County ALUC. In addition the city should identify it's willingness to amend local plans and ordinances to accomodate ALUC policies and programs as it has done in the past on an ad hoc basis. 17

16. Figure S.S. 1. refer to text or place on figure definitions of zones A, B, and C. 18

17. Figure S.S. 2. Map is unclear. I suggest you seperate Fire and Flood Hazard maps. Add definitions of wildfire zones. 19

18. The critical element in seismic safety is surface material, and it's thickness and water content. This is not emphasized enough. 20

19. P. S.S. 6 There is no map that shows "areas of geologic or seismic hazard" that can be used to trigger the need for a geologic report and/or mitigation measures. If "Seismic Zone A" on figure SS1 is used, this should be mentioned in the report and on the map. The requirement for consideration of geologic hazards is not very useful unless a standard is set for such areas. 21

20. P. S.S. 8 Type of construction is probably more important than age in setting priorities for earthquake safety. For example, poorly reinforced brick and masonry is very dangerous, whatever it's age, whereas single-storey, wood-frame buildings are likely to be relatively safe, even if old. 22

21. In general -- Implementation programs are presented in a very disorganized way - seismic, fire, and flooding issues should be treated separately, for the most part. 23

22. P. S.S. 9 #10 (and page S.S. 15) need to define possible methods for "evaluating" and "flood-proofing "buildings for a 100-yr. flood. Should "evaluate" really be "elevate"? 24

23. P. S.S. 9 #15 (or page SS15) where oil and gas facilities (or other hazardous materials storage areas) are located near residential areas, an assessment should be made of the potential public safety hazards due to fires or spills following a severe earthquake. 25

24. P. S.S. 15 Would the airport be usable after a 100-yr flood or a severe quake? 26

25. P. T.S.S.14 The text on this page seems rather scattered-needs better organization. 27

26. P. T.S.S. 18 &19 These definitions are not likely to be very useful to the lay person. 28

27. P. H. 3 1st. The 1970 -1980 population increase is equal to 21%;, the <u>rate</u> of growth is 2.1% <u>per year</u>. 29

It would be useful to show a table or graph of historical and projected population scenarios. 30

2 and 3 paragrphs seem to contradict one another, with regard to limitations on population growth is it constrained or not? 31

28. P. H.5. Last paragraph. What is the basis for assuming Asians will locate in Santa Maria and how many have recently located there since the author seems to indicate they have located in Santa Maria. 32

29. P. H.4-H.5. Hasn't there been a recent increase in birth rates. The section should examine school enrolment trends as a more recent indicator of change in population. Also, are there any indications of an increase in elderly associated with construction of mobile home parks in the north and south part of the planning area? 33

30. Consult the Santa Maria Project Assessment Manual for useful information of household size. 34

31. P. H.6 Typo. para 2, last sentence, 1985 not 1945. 35

32. P. H. 9 The APC has not recieved a formal request for a farmworker housing study, nor is any contemplated. There is reference to such a study in the County of Santa Barbara Housing element. 36

33. P. H. 9 What is overal income distribution. How does it vary by household type. 37

34. P. H.10, Para 3, In citing FHLB data, especially with regard to the 5% adequacy criterion, it should be noted that FHLB vacancy estimates are often quite abit lower than those from other sources. 38

para 5. Should describe the location and extent of over crowding within Santa Maria (some tracts have about 30% of all households overcrowded, according to APC publization "Indicators of Distress" (1982) 39

General -- There is a lot of redundancy in the housing and income statistics cited. 40

35. P. H.12 Para 2 and 3 Ave. City unemployment and Ave. white unemployment-- one of these figures is incorrect. 41

36. P. H.15 Para 2 Discussion of population-impacts and constraints (ie. water, public services, etc.) is very limited. 42

37. General -- The document should clarify how the proposed housing growth will benefit the existing residents, rather than simply encourageing additional in-migration. 43

38. P. H.19 An additonal limitation to converting industrial/agricultural land to residential is that such areas may be on or adjacent to locations of contaminated soil (due to storage of agricultural chemicals, previous oil drilling operations, or industrial activities). From a public health standpoint, such potential contamination must be investigated before any industrial land is converted to residential use. 44

39. P. H.21 Employment trends -- there is no mention of VAFB layoffs -- how will this affect housing demand? (ie fewer technical workers) 45

Re: "limited Skills" of hispanics - primary employment types (retail sales, agriculture, and durable goods mfg are not necessarily high-skill occupations. 46

40. P. H. 22 Should note that the increasing elderly population will need relatively small affordable housing units. 47

This section must quantify the special housing needs of the elderly, handicapped etc.

41. P. H 25, H26. Quantify existing and projected housing needs. 48

42. P. H.25. There is no assessment of the balance of jobs and housing needs. Information on vacant land by zoning category (P.H.18) must be evaluated to assess the balance of jobs and housing using factors available from Forecast 86 or another document. 49

43. P. H.27 Section VII. Housing objectives need to be quantified more specifically, e.g. phasing. 50

44. P. H. 28. Figures for "low" and "very low" income are reversed. 51

45. P. H.33. It's not clear how many of these policies will be assessed, e.g. balance of jobs and housing, when no baseline is established. 52

46. In general there is no discussion of existing housing programs. These should be stated and quantified, e.g. Public Housing, Section 8. 53

47. P.T.L.U.G. Include or reference Forecast 85 population-employment-household forecast as one scenario. Compare other growth scenarios to potential increases in employment growth. Describe recent development trends by structure type to indicate how scenarios differ or compliment existing trends. 54

48. The housing element should describe recent construction trends by structure type and compare it with the 1980 Census base line. 55

49. EIR for General Plan. P. 3 1st Paragraph. The statement that further development will not increase average daily trips to the city is not supportable. 56 The second part of the sentence states that adoption of the draft elements will not result in altering present patterns of circumlation. 57 How about the draft Circulation Element? Several identified implementation actions will alter the current roadways including extension of the arterial and collection street system and improvements in north/south street continuity to provide alternative north-south routes. 58

50. General Plan EIR.
In general the draft EIR is inadequate in that it does not address the reformatted Circulation Element of the Updated General Plan. 59 Page 1, paragraph 1 states that all other updated and/or reformatted elements are addressed. The EIR should be revised to include an analysis of the impacts associated with the proposed revisions to the Circulation Element. 60

51. G.P. EIR, Pg 12. Air Quality Section Paragraph 1. The Santa Barbara County Office of Air Quality Planning has been combined with the Santa Barbara County Air Pollution Control District, and no longer exists as a separate office. 61

52. G.P. EIR, P 16, 2nd paragraph. The Santa Maria area is no longer in a nonattainment status for the federal ozone standard. Based on the past four years of violation - free monitoring data, the state Air Resources Board has redesignated the Santa Maria area as an attainment area for ozone. 62

53. G. P. EIR, P 22 Cumulative Impacts, first sentence. This statement is not supported by data shown in Table 4 of the EIR (p. 18). 63

F. Gerald R. Lorden, Santa Barbara County-Cities Area Planning Council

F-1. There has only been a reformatting in this case; no change in goals, issues etc. The city will update the Land Use Element and then resolve the apparent contradiction.

F-2. Comment acknowledged. This issue will be addressed along with the other mitigation measures.

F-3. Comment acknowledged.

F-4. See F-1.

F-5. Comment acknowledged.

F-6. The Circulation Element of the general plan is not included as one of the elements that is being updated. An update of the Circulation Element is expected to be done next year. These issues can then be appropriately addressed.

F-7. See F-6.

F-8. See F-6.

F-9. See F-6.

F-10. See F-6.

F-11. See F-6.

F-12. See F-6.

F-13. See F-6.

F-14. Federal agencies use 65 dB Ldn (CNEL) as a criteria for land use compatibility. However, the Environmental Protection Agency (EPA) goes one step further and states that there is virtually no outdoor activity interference and annoyance at noise levels less than 55 dB Ldn (CNEL), see page T-N.9 of text. The EPA levels should not be construed as standards, criteria, regulations, or goals since they do not consider technical or economic feasibility. The 55 dB Ldn (CNEL) value should be viewed as a level below which there is no reason to suspect that the general population will be at risk from any of the identified effects of noise.

By examining the 60 and 65 dB CNEL noise contour distances, an estimate was made of where the 55 dB CNEL might be located. The 55 dB CNEL was only mentioned in the text to provide an indication of the relative noise exposure within the city. The source of the airport noise contours was discussed in the response to C-1 and C-2.

F-15. Noise walls are discussed in Implementation Program 2 on page N.10 and Program 14 on page N.11. Artificial noise barriers are also discussed in Policy N.2b on page N.13.

F-16. The outdoor noise exposure objectives are residential - 60 dB CNEL or less, commercial - 65 dB CNEL or less. A level of 55 dB CNEL is not a proposed standard for the city nor is it proposed as a standard or guideline by any state or federal agency. As previously stated in Response F-14 a 55 dB Ldn (CNEL) only provides an indication of a threshold of annoyance.

F-17. Comment noted.

F-18. Comment acknowledged. Text will be revised to include figure definitions.

F-19. See F-18.

F-20. Comment acknowledged. Text will be revised to include more emphasis on this issue.

F-21. Comment acknowledged. Text will be revised to reflect comment the development in "Seismic Zone A" should trigger the necessity for a geologic report on mitigation measures.

F-22. Comment acknowledged. Text will be revised according to comment suggested.

F-23. The Goals, Policies, Programs section of the Seismic Safety and Safety Element is broken down by policies with subsequent objectives and implementation programs relating to each policy. Policies 1-5 address each of the relevant topical areas separately (i.e., Geologic Hazards, Fire, Hydrologic Hazards, etc.). Implementation programs are listed in a systematic fashion following each goal and policy objective.

F-24. Comment noted. Typographical error will be corrected.

F-25. Comment acknowledged. The comment issue will be incorporated as a policy into the revised text.

F-26. There is no way to project the status of the airport after a 100-year flood or a severe earthquake. If ground disturbance did not affect the load bearing capability of the runway, aircraft operations could continue.

F-27. Comment acknowledged.

F-28. A certain definitions are technically oriented, they may be found in the technical appendix of the document.

F-29. Comment noted. Text will be revised to include the corrected rate of growth.

F-30. Comment acknowledged.

F-31. The second paragraph is referring to the growth potential exhibited by Santa Maria as it exists today, particularly due to available residentially zoned areas of the city that have yet to be developed.

The third paragraph primarily refers to the city's development potential after the year 1995, when it is anticipated that much of the currently undeveloped areas of the city will be "built out."

F-32. As ethnic groups tend to show a propensity to cluster around already established ethnic communities, and due to the figures recently put out by the U.S. Census regarding the increasing Asian population in Santa Maria (almost 5 percent in 1980), we believe it reasonable to assume that this trend of immigration will continue in the future.

F-33. See E-1.

F-34. Comment acknowledged.

F-35. Comment acknowledged. Text will be revised to correct typographical error.

F-36. Comment acknowledged.

F-37. Comment acknowledged.

F-38. Comment noted.

F-39. Comment acknowledged. Text to be revised to include table with relevant statistics on overcrowding within the city.

F-40. Comment noted.

F-41. Comment noted. Text to be revised to include corrected figure for City unemployment. Figure should read eight (8) percent.

F-42. Comment acknowledged.

F-43. Comment acknowledged.

F-44. Standard soils reports conducted prior to grading permit issuance for residential developments are designed to detect such potential hazards resulting from previous land uses. This measure can be included in text as possible mitigation action.

F-45. Comment noted. Preliminary indications do not show that VAFB layoffs will create any significant negative impacts on local housing demand to necessitate additional mitigation measures.

F-46. Comment acknowledged.

F-47. Comment acknowledged.

F-48. Revisions have been made to this section of the Santa Maria Draft Housing Element that present existing and projected household data. These revisions will be incorporated into the text once the element is adopted by the city.

F-49. Comment acknowledged. See response A-5.

F-50. Comment acknowledged.

F-51. Comment acknowledged.

F-52. Comment noted.

F-53. Comment noted. Several of the housing programs listed in the Draft Housing Element have implementation periods of immediate and ongoing status; these can be considered existing programs.

F-54. Comment acknowledged.

F-55. Comment acknowledged.

F-56. The elements being presently updated include Housing, Safety and Noise. This project does not include Circulation as one of the updated elements. An update on the Circulation Element will be performed next and will then address the issue you have mentioned.

F-57. See F-56.

F-58. See F-56.

F-59. First paragraph will be revised to include mention of the reformatted Circulation Element.

F-60. See F-56.

F-61. Comment noted.

F-62. Comment acknowledged. Text to be revised to reflect this change of status.

F-62. Comment acknowledged.

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Mail to: State Clearinghouse, 1400 Tenth St. Rm 121, Sacramento, CA 95814 -- (916) 445-0613

NOTICE OF COMPLETION AND ENVIRONMENTAL DOCUMENT TRANSMITTAL FORM

See note below

Project Title: General Plan Reformat and Update 7/26

SCH # 85092510

Lead Agency: City of Santa Maria

Contact Person: Jerry E. Frester

Street Address: 110 East Cook Street

City: Santa Maria

County: Santa Barbara Zip: 93454

Phone: (805) 925-0951, ext. 24

PROJECT LOCATION: County: Santa Barbara

City/Community: City of Santa Maria

Assessor's Parcel No.

Sec Twp. Range

Base

Within 2 miles of: State Hwy: yes

Waterways: yes

Airports

Railways

Schools

TYPE OF DOCUMENT

- NOP
- X Draft EIS
- Final EIS
- Subsequent EIR
- Supplement/Subsequent EIR
- Negative Dec
- Mit Neg Dec
- Other

NEPA

- NOI
- EA/Draft EA
- Finding of No Sig. Impact
- Other

TYPE OF ACTION

- X General Plan
- X General Plan Amend
- X General Plan Element
- Specific Plan
- Rezone
- Prezone
- Use Permit
- Land Division (Subdivision, Parcel Map, Tract Map)
- Land Use Change
- Annexation
- Redevelopment
- Coastal Permit
- Other

TYPE OF PROJECT

- Residential: Units Acres
- Office: Sq. ft. Employees
- Commercial: Sq. ft. Employees
- Industrial: Sq. ft. Employees
- Water Facilities: MGD
- Transportation:
- Mining: Mineral
- Power: Watts
- Waste Treatment: Type MGD
- Hazardous Waste: Type
- Other
- Total Project Acres

FUNDING (approx.)

- Federal $
- State $
- Local $
- Private $
- Other $
- TOTALS $ /

KEY ISSUES DISCUSSED OR MITIGATED (attach additional sheet if necessary)

- Aesthetic/Visual
- Agricultural Land
- Air Quality
- Archeological/Historical
- Coastal Zone
- Drainage/Absorption
- Economic/Jobs
- Fiscal
- Flood Plain/Flooding
- Forest Land/Fire Hazard
- Geologic/Seismic
- Minerals
- Noise
- Population/Housing Balance
- Public Services/Facilities
- Recreation/Parks
- Schools/Universities
- Septic Systems
- Sewer Capacity
- Soil Erosion/Compaction/Grading
- Solid Waste
- Toxic/Hazardous
- Traffic/Circulation
- Vegetation
- Water Quality
- Water Supply/Groundwater
- Wetland/Riparian
- Wildlife
- Growth Inducement
- Land Use
- Cumulative Effects
- Other: Housing

PRESENT LAND USE AND ZONING

PROJECT DESCRIPTION: General Plan Update and Reformat - Land Use Element (reformat of adopted element); Circulation (reformat of adopted element); Environmental Resource Management Element, includes: open space, conservation, scenic highways, urban strategy and energy (reformat of adopted element); Housing Element (update and reformat); Safety and Seismic Safety (update and reformat); and Noise (update and reformat).

SIGNIFICANT EFFECTS, POSSIBLE MITIGATION (IF ALTERNATIVES, IF KNOWN)

CLEARINGHOUSE CONTACT: Elena Stocco

SCH REVIEW BEGIN: 7/22

DEPT. REVIEW TO AGENCY: 8/22/86

AGENCY REVIEW TO SCH: 9/3/86

SCH COMPLIANCE: 9/5/86

R/C	
	RESOURCES
	BOATING
	CONSERVATION
	F&G/G&WS
	FORESTRY
	COLORADO RIV BD
	DWR
	RECLAMATION
	PARKS&REC DEP
	REG
	SCC
	COASTAL COMM
	ENERGY COM
	LAHG GNDS COM
	CARB
	SOLID WASTE BD
	WATER BOARD
X	REGION 3 Central Coast
	REGION 5 Sacramento
	CLEAN WATER GRANTS

R/C	
	CALTRANS 5
	DOSW
	AERONAUTICS
	CHP
	DGS
	HEALTH PLNG (DOHS)
	HEALTH SVCS
	OEDD/AGRI
	DFG
	PUBLIC WORKS
	CONSERVANCY
	GENERAL SVCS
	CA TECHSCHOOLS
	STATE LANDS
	SOLANO
	DOSW
	SANTA BARBARA
	OTHER

No Comments.

CA Regional Water Quality Control Board
Central Coast Region

W.J. Meece

8/18/86

(REVISED 12-83)

G. **W.J. Meed, California Regional Water Quality Control Board.**

No response necessary.

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